

Performance VW

THE WORLD'S BEST-SELLING VW TUNING MAGAZINE

MK2 GOLF RWD VR6T

It's five years since this Mk2 graced these pages and the in-line VR6T lurking underneath isn't the only thing that's changed...



FAN BOI

CORBEAU REVENGE
KEVLAR BUCKETS

CUSTOM
WELD-IN
ROLL-CAGE

8X16" M06
COMPOMOTIVES

CARBON FIBRE
TURBO FANS



**RESTO DERBY
ON BIKE CARBS**

It's safe to say George Taylor got a little carried away with his trusty Derby

**760BHP MK5
GOLF 2.0T 4WD**

Is this nine-second quarter-mile beast the world's fastest 2.0 TFSI Mk5 Golf?



10
Oct 2015
£4.50

DL501

S-Tronic TCU Upgrade has arrived with over 20 added features.

www.goapr.com
www.goapr.co.uk
www.goapr.eu

APR

- + 3 Step Launch Control
- + Raised Shift Points
- + Reduced Torque Intervention
- + Active Drive / Sport Gear Display





Performance VW

PerformanceVWMagazine

@pvw_mag

pvw_mag



COVER IMAGE:

Si Gray

ISSUE: October 2015

EDITOR: Elliott Roberts

pvw@unity-media.com

DEPUTY EDITOR: David Kennedy

dkennedy@unity-media.com

AD MANAGER: Sarah 'Churchy' Halls

shalls@unity-media.com

BADLY DUBBED

What's all this then, another non-Golf model as a main cover car? That's two months running! Have we all gone mad over here? Well, not really, but we probably should explain. I guess the thing is in the past a lot of Polos and other non-Golf models have tended to be modified in the same safe, conformist way. We're pleased to report things are definitely changing though. And when something unique like Ben Reader's big turbo Polo GTI comes along (or Adam Hamill's Up! from last month) we'll slap it up the sharp end for all to see.

It's easy for the dare-to-be-different guys to feel left out or claim that we only feature Golfs on the cover, but in reality that's far from the truth. In fact, out of the last 12 issues, only five cover cars have been Golfs. I know, we had to double-check ourselves. The other recent non-Golf covers cars have included a 900bhp Polo drag racer from Germany, two Sciroccos (a hillclimb Mk1 from Greece and a show-stopping Mk3 from the UK), Tanner Foust's rear-wheel drive V8 B7 Passat and two Ventos (one rear-wheel drive in-line VR6 turbo from the States and a 1200bhp carbon-clad drag racer from the UK). And remember, they're just cover cars. The content of the magazine has never been more diverse either. It feels like more and more people are not just embracing the other models in the VW range, but they're really going all-out to put their own spin on the cars and make them their own. And we're not just talking cosmetics, either. Far from it!



Looking at this issue alone, out of the nine cars featured (sorry for all the stats), only three are Golfs. Understandably, they're not to be sniffed at; from a Greek all-wheel drive Mk5 Golf claimed to be the quickest TFSI in the world, to the Belgian wide-body Mk6 GTI and American Mk2 Golf running an in-line VR6 turbo powering the rear wheels, it's safe to say the Golf boys have been kept on their toes recently but are still holding their own.

If it's the less mainstream models you're interested in though, then the supercharged R32 Mk2 Jetta (p38), Mk1 Derby on bike-cars (p48), new Polo GTI road test

(p98) and Ben's 9N2 (p8) should whet your appetite. We've even got something for the Audi and air-cooled camps, too, in a matte Red Audi A5 with a rather trick air-ride install (p70) and a rather unique Karmann Ghia from Austria (p78) rounding off the feature cars.

Elsewhere in the issue you've got a chance to win a rather special Freely 3D headset (p24) for your smartphone, there's event coverage from Dustoff across the Pond, plus the StillStatic BBQ and VRT open day, plus all the regular features. We hope you enjoy the mix!

ELLIOTT ROBERTS, EDITOR

SUB EDITORS: Christian Shelton, Rachael Harper
SENIOR DESIGNER: Aaron Batson

DESIGNERS: Dave Powney, Alex Sowa

PRODUCTION MANAGER: Jo Claydon-Smith

REPROGRAPHIC CONTROLLER: Marion Jenkins

RETOUCHER: Laurence Green

FINANCIAL DIRECTOR: Helen Lawson

EXECUTIVE PA: Sandra Baldock

CONTRIBUTORS: Matt Zollo, Tony Saggi, Louise Woodhams, Neil Hunt, Tom Whitaker, Andy Basoo (Tuning Media)

PHOTOGRAPHERS: Si Gray, GK Production Team, Steve McCann, Adam Walker, Viktor Benyl, Patrick Hille, Tom Connors, Kevin Reekelboom, Simon Jackson, Scott Morgan

EDITORIAL, ADVERTISING & SUBSCRIPTIONS
Performance VW, Unity Media plc, Becket House,
Vestry Road, Sevenoaks, Kent, TN14 5EJ, England

TEL: 01732 748000

FAX: 01732 748001

Editorial email: pvw@unity-media.com

Ad sales email: shalls@unity-media.com

Ad production email: jclaydon-smith@unity-media.com

Web: www.performancevwmag.com

INDEPENDENCE

PVW is published by Unity Media plc for all owners, drivers and

enthusiasts of VW performance cars. It is entirely independent of manufacturers, dealers and associated clubs or affiliations. And we speak as we find...

DISTRIBUTION

Seymour Distribution Ltd. If you have trouble finding PVW in the UK please contact: 020 7429 4000 or csu@seymour.co.uk

For overseas queries: Seymour International Ltd

TEL: 020 7429 4000 **EMAIL:** intl.query@seymour.co.uk

PRINTED: William Gibbons & Sons Ltd

While every effort is made in compiling PVW, the publishers cannot be held responsible for errors or omissions.

Readers are advised to pay by credit card when ordering goods off the page as they are regulated under Consumer Act 1974, unlike debit or charge cards, which are not.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or any storage or retrieval system, without the consent of the publisher. One year subscription price UK £43.20, EUR £60, ROW £71 (with 20% off UK cover price worldwide). Registered at Stationers Hall Copyright. Direct Input by Unity Media Communications Ltd. Performance VW (ISSN 1364-2502), is published monthly, (12 times per year) by

Unity Media Communication Ltd, UK, c/o USACAN Media Dist. Srv. Corp. at 26 Power Dam Way Suite S1-S3, Plattsburgh, NY 12901. Periodicals postage paid at Champlain NY and at additional mailing offices. **POSTMASTER:** Send address changes to Performance VW, Unity Media Plc, Becket House, Vestry Road, Sevenoaks, Kent, TN14 5EJ. **TEL:** 01732 748000. **SUBSCRIBE ONLINE:** www.performancevwmag.com

ISSN: 1364-2502

© 2015 Unity Media plc

PVW (established Oct 1996) is published by Unity Media PLC

Performance VW is available for international licensing and syndication.

EMAIL: hlawson@unity-media.com

DIGITAL EDITION FROM:



IF YOUR
NEWSAGENT
DOESN'T STOCK
PERFORMANCE VW
ASK THEM TO
ORDER IT IN FOR
YOU



08



REGULARS

- 19 NEWS
- 26 WORK IN PROGRESS
- 46 US SUBS
- 65 POSTER
- 102 UK SUBS
- 109 R CARS
- 114 CLUBS
- 118 EVENTS DIARY
- 120 TALK THE TALK
- 122 RELOADED
- 124 THE REWIND
- 126 SPECIALIST
- 130 NEXT MONTH



**SUBSCRIBE
AND SAVE 20%**

Subscribe to Performance VW magazine and save 20%! See page 102, go to www.performancevwmag.com, or call 01732 748084

48



56





FEATURES

08 FAN BOI

Having owned more fast Fords than he can remember, how did Ben Reader end up in a Volkswagen Polo?

30 GREEK GODS

Greece might be in the news for all the wrong reasons but we like to focus on the positives like this 760bhp four-wheel drive Mk5 GTI.

38 THE PAY OFF

It takes a lot of commitment to build a sorted Dub, something that TJ Carroll knows all too well. Four years later, he can call his Jetta done.

48 TAYLOR MADE

From just a bit of weekend fun to out-and-out show winner in the space of just one year, George Taylor shows us how to take an unusual project and run with it...

56 HALL OF FAME

Five years ago Kevin Antaki took the cover of our *American All Stars* issue with one of the best Mk2s of all time. Today he's switched things up.

70 LIVIN' THE LOW LIFE

Design RMC is the place to go in Ireland if you want air-ride. This Audi A5 demonstrates why...

78 TOP GHIA

Rating the Ghia as the 'most beautiful Karmann car ever' Susanne Dumbacher has added her own 'modern old-school' style.

86 ON TO THE NEXT

With a change of venue, tenth anniversary celebrations and sketchy weather, this year's Dustoff was a rollercoaster of emotions.

91 SIX ON THE BRAIN

The Mk6 Golf is a fantastic base for a nu-wave project. Herbert Unger demonstrates why.

98 THE UNDERDOG

The Polo GTI has always been an underdog to the Golf but does the new model come out fighting?



GIVEAWAY



24

- *Massive stock holding & quick delivery times
- *Next day delivery on stocked items ordered before 3.00pm
- *Main agents for all the popular brands
- *Excellent reputation, over 17 years experience
- *Well established business, incorporated in 1997
- *Run by enthusiasts, for enthusiasts
- *Call for FREE and FRIENDLY advice
- *Brand new website for 2015 www.venommotorsport.com
- *Shop on our website 24 hours a day 7 days a week
- *We accept all credit & debit cards including Paypal
- *Main UK Importers for JOM, FK Automotive, Supersport

PayPal



MOMO TUNING

TEAM
280mm - £179.99
300mm - £179.99

JET
350mm - £187.99
380mm - £197.99

MOMO BOSS KITS
FOR CARS WITH NO AIRBAGS
£55.99
FOR CARS FITTED WITH AIRBAGS - £60.99

MOMO TEAM WHEEL & BOSS KIT - £220

MOMO JET WHEEL & BOSS KIT - £235

QUALITY DE-BADGE GRILLS

QUALITY PLASTIC, GERMAN MADE

POLO 96C (MESH) - £21.99	POLDO 3 - £16.50	TOURAN - £21.99
GOLF 1 (2 LIGHT) - £21.99	POLDO 4 - £16.50	VENTO - £21.99
GOLF 2 (2 LIGHT) - £21.99	POLDO 5 - £21.99	JETTA 2 - £21.99
GOLF 4 (2 SLAT) - £16.99	LUPO - £21.99	A3 BL - £21.99
GOLF 5 - £32.50		A3 SP - £27.99
GOLF 6 - £32.50		ANSA - £16.50
		LEON - £16.50
		IRIZA - £16.50
PASSAT 35 - £21.99		
PASSAT 36 - £21.99		
PASSAT 38G - £21.99		
CORRADO - £16.50		
LUPO - £21.99		
PASSAT 3C - £37.99		
	BORA - £16.50	

VENAIR HOSES

PERFORMANCE HOSES

venair
PERFORMANCE SILICON WATER HOSES, VARIOUS COLOURS AVAILABLE

CAR HOSES PRICE

CORRADO G60	8	£199.99
CORRADO V8R	8	£279.99
GOLF 1 GTI	5	£79.99
GOLF 2 8V GTI	6	£132.99
GOLF 2 16V GTI	7	£242.99
GOLF V8R	8	£223.49

VILL LIST OUR WEBSITE

VIBRATECHNICS

ENGINE MOUNTS

VIBRA-TECHNICS
AMPLIFIED TECHNOLOGY

TOP QUALITY AND UPGRADED PERFORMANCE ENGINE MOUNTS

CAR MOUNT PRICE

GOLF 2/CORRADO	FRONT	£159.50
GOLF 2/CORRADO	REAR	£139.99
GOLF 3/VENTO	FRONT	£159.50
GOLF 3/VENTO	REAR	£139.99
GOLF 4/BORA	FRONT	£159.50
GOLF 4/BORA	REAR	£139.99
POLDO 9N	FRONT	£159.50
POLDO 9N	REAR	£139.99

FULL LISTINGS ON OUR WEBSITE

Pipercross

PANEL FILTERS & INDUCTION KITS

PIPERCROSS PERFORMANCE
PANEL FILTERS AND INDUCTION KITS
FULL LIST ON OUR WEBSITE

FULL APPLICATIONS ON OUR WEBSITE

CAR PANEL INDUCTION

GOLF 1 1.6 GTI	£30.99	£56.50
GOLF 1 1.8 GTI	£30.99	£56.50
GOLF 2 1.8 GTI	£30.99	£56.50
GOLF 2 1.8 16V GTI	£30.99	£56.50
GOLF 3 V8R	£30.99	£56.50
GOLF 3 8V GTI	£30.99	£56.50
GOLF 3 16V GTI	£30.99	£56.50
GOLF 4 1.8T	£30.99	£56.50
GOLF 4 R32	£30.99	£56.50
CORRADO V8R	£30.99	£56.50
CORRADO G60	£30.99	£56.50
GOLF 5 2.0T GTI	£30.99	£56.50
GOLF 5 R32	£30.99	£56.50
SCIROCCO 2.0T	£30.99	£56.50
PASSAT 35 1.8T	£30.99	£56.50
LUPO GTI	£30.99	£56.50

GOODRIDGE

BRAIDED BRAKE HOSES

GOODRIDGE
BRAIDED BRAKE HOSES

TOP QUALITY PERFORMANCE BRAIDED BRAKE HOSE KITS, ZINC OR STAINLESS STEEL ENDS AVAILABLE, SUPERIOR BRAKE PEDAL FEEL

CAR LINES ZINC B/STEEL

GOLF 1 GTI	4	£57.50	£91.50
GOLF 1 GTI	8	£16.99	£21.99
GOLF 2 GTI	4	£57.50	£91.50
GOLF 2 GTI	8	£35.99	£31.99
GOLF 3 GTI/V8R	4	£57.50	£91.50
GOLF 3 GTI/V8R	8	£16.99	£21.99
GOLF 4 GTI	4	£57.50	£91.50

MILLTEK EXHAUSTS

GREAT PERFORMANCE, STEEL

MILLTEK
WORLD CLASS STAINLESS EXHAUST SYSTEMS

CAR NONE RES. RESONATED

GOLF 1.8T	£274.99	£402.50
GOLF 4 TDI	£274.99	£402.50
GOLF 4 R32	£274.99	£402.50
BORA 1.8T	£274.99	£402.50
BORA TDI	£274.99	£402.50
GOLF 5 GTI	£274.99	£402.50
GOLF 5 GTI	£274.99	£402.50
GOLF 5 R32	£274.99	£402.50
GOLF 5 GTI	£274.99	£402.50
JETTA 5 TFSI	£274.99	£402.50
BEETLE 1.8T	£274.99	£402.50
POLDO 96C GTI	£274.99	£402.50
SCIROCCO TFSI	£274.99	£402.50

FULL LISTINGS ON OUR WEBSITE

JETEX EXHAUSTS

THE QUIET PERFORMER

JETEX EXHAUSTS
THE QUIET PERFORMER

HIGH QUALITY STAINLESS STEEL EXHAUST SYSTEMS

CAR NONE RES. RESONATED

GOLF 1	£204.50	£344.50
GOLF 2 8V GTI	£204.50	£344.50
GOLF 2 16V GTI	£204.50	£344.50
GOLF 3 V8R	£204.50	£344.50
CORRADO 16V	£204.50	£344.50
CORRADO V8R	£204.50	£344.50
GOLF 4 1.8T	£204.50	£344.50
GOLF 4 1.9TFSI	£204.50	£344.50
GOLF 4 R32	£204.50	£344.50
BORA	£204.50	£344.50
POLDO 45	£204.50	£344.50

SCORPION EXHAUSTS

THE ENTHUSIAST'S CHOICE

SCORPION
THE ENTHUSIAST'S CHOICE

CAR TYPE PRICE

GOLF 2 GTI 8V 16V	£274.99	£402.50
GOLF 3 GTI 8V 16V	£274.99	£402.50
GOLF 4 (ALL)	£274.99	£402.50
GOLF 4 (ALL)	£274.99	£402.50
GOLF 5 (ALL)	£274.99	£402.50
GOLF 5 (ALL)	£274.99	£402.50

VMAXX BIG BRAKES

330mm BRAKE KITS

VMAXX BIG BRAKES
330mm BRAKE KITS

VMAXX BIG BRAKE KITS: 330mm DISCS WITH 4 POT CALIPERS, PADS & PINBOLTS

CAR PRICE

CORRADO	£299.50
GOLF 3	£299.50
GOLF 4	£299.50
GOLF 5	£299.50
GOLF 6	£299.50
EOS	£299.50
POLDO 9N	£299.50

SPEEDTECH

CLASSIC CHROME RETRO PARTS FOR THE GOLF MK1

SPEEDTECH
CLASSIC CHROME RETRO PARTS FOR THE GOLF MK1

SUPERIOR QUALITY, BEST ON THE MARKET

SPEEDTECH GOLF MK1

- CHROME MIRRORS & TUBES
- CHROME DOOR HANDLES
- LOCKED - 1/2" BUSHES
- DE-LOCKED - 1/2" BUSHES
- STAINLESS STEEL BUMPER
- KITS FROM CHROME LOCKING FUEL FILTER CAP, £167.99
- INTERIOR WINDOW WINDERS - £99.99

GLASS MOUNTED BLACK BEAR WIPER BLANK, SIMPLY GLUES INTO PLACE - £44.99

revo

REVO 2.0TFSI HIGH FLOW INTAKE SYSTEM FOR GOLF 5/6/7/ SCIROCCO Etc.

revo
REVO 2.0TFSI HIGH FLOW INTAKE SYSTEM FOR GOLF 5/6/7/ SCIROCCO Etc.

£299.00

ENGINE MOUNT - £139.00

TRANSMISSION MOUNT - £139.00

PENDULUM MOUNT - £139.00

ALL OF THE ABOVE - £299.00

Full Revo range on our website



cast13

RB1-Machined polished face
17x8 (4x100/5x100) ET30 £135.00 Each
19x8.5 (5x112) ET45 £200.00 Each
19x9.5 (5x112) ET35 £205.00 Each

RB2-Rough Silver Paint
17x8 (4x100/5x100) ET30 £135.00 Each
18x8.5 (5x100) ET35 £165.00 Each
18x8.5 (5x112) ET45 £165.00 Each
18x9.5 (5x100) ET35 £170.00 Each
18x9.5 (5x112) ET35 £170.00 Each
19x8.5 (5x112) ET45 £200.00 Each
19x9.5 (5x112) ET35 £205.00 Each
20x8.5 (5x112) ET45 £220.00 Each



cast13

If you are interested in purchasing our wheels or becoming a dealer please get in touch:
email: sales@cast13.com or Tel: (+44) 01254 820005
Website: www.cast13.com Facebook: Search-Cast13 alloy wheels

FAN BOI

Having owned more fast Fords than he can remember, including a string of RS Turbos and a big-power Sapphire Cosworth, how did Ben Reader end up in a Volkswagen Polo? We were intrigued to find out...

Words: Elliott Roberts Photos: Si Gray





Ben's certainly been through a lot getting his Polo to where it is today but we're sure once he is able to unleash the full 400-450bhp he's expecting it'll all be forgiven!



“I’ve always been a Ford boy, ever since I can remember,” admits 34-year-old Kent lad, Ben Reader. It’s not the usual opening line we’re used to hearing but nothing about Ben or his Polo is exactly conformist. That’s one of the main things that drew us to his car in the first place. So many Polos are modified in exactly the same way (air-suspension, leather trim and BBS wheels as standard) that when we discovered Ben’s, it was a breath of fresh air.

“My old man used to take me to the Rallycross events at Brands and Lydden back in the late 1980s to watch the likes of [Martin] Schanche and [Will] Gollop battling in their Group B cars, so there was no hope for me really.” For some reason Ben always found himself drawn towards the Blue Oval camp and eventually wound up in an Mk2 Fiesta 1.4S. Okay it was a far cry from the Group B monsters he’d watched as a kid but it wasn’t long before Ben advanced to the force-induced Ford camp with a string of RS Turbos and eventually his beloved Sapphire Cosworth. “That’s the one car I really regret selling,” he admitted. Unfortunately Ben had been made redundant at the time and so had to sell it due to necessity. “Running a car that did 8mpg didn’t really make sense at the time,” he laughed.

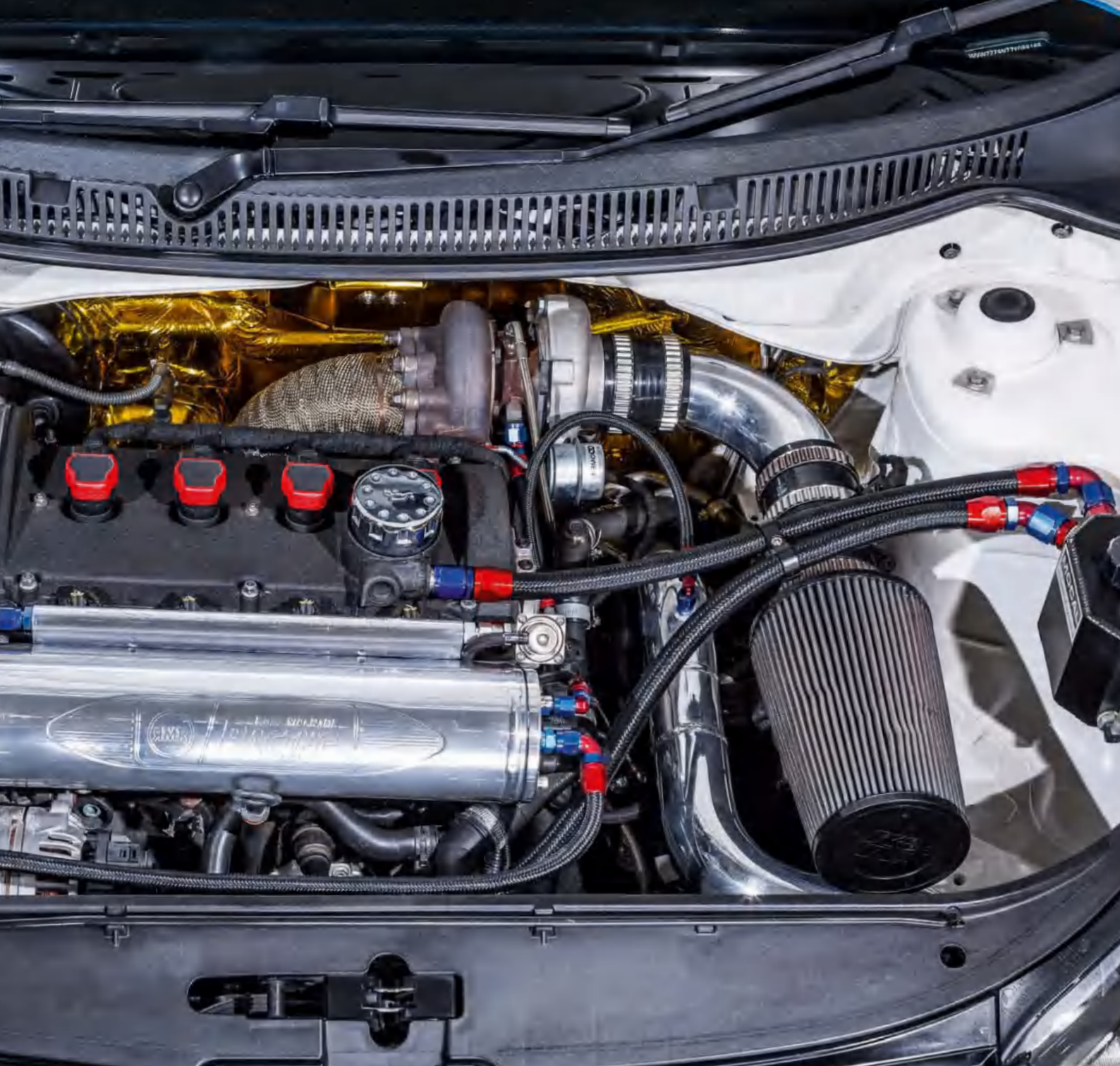
Actually it wasn’t long after this that Ben took something of a break from cars while he found himself a new job. Strangely, it was actually getting to drive his late mum’s Polo 9N3 PD TDI that not only got him back into cars but turned him on to the VW way of doing things: “I’d always been a petrol guy up until that point, the Polo being the first new-wave diesel I’d driven and I loved it.” After his mum sadly passed away Ben was handed down the Polo, which he just loved. “It felt pretty quick for a diesel. Don’t ask me why but I ended up doing the whole stance thing with stretched tyres and stuff,” he confessed. “Despite doing the whole straight pipe and EGR delete, it just wasn’t me though.” Ben claims he soon longed for the noise and feel of a big power petrol engine again but having got hooked on the whole VW way of life there would be no

returning to the Ford scene this time.

“I’d picked up PVW and just been blown away by the attention to detail and the out-the-box thinking compared to the Ford scene, which I still like but so many people are just set in their ways in it.” Ben had clearly become quite fond of the Polo as a base car and he soon found himself looking online for a 1.8T GTI. “I ended up finding what looked like the perfect car over in Ireland,” he said. Now Ben is the first to admit that some of the work had already been carried out by the previous owner, but that didn’t bother him at all: “The car was white, Stage 2 tuned, had a semi-smooth bay, the red cage was in place and it was on Compomotives, which are one of my favourite wheels.” Basically Ben wasn’t really planning on changing the car, just enjoying it. Ben hopped on a jet to go and see it with the plan of driving it back if all was well. “The car was as advertised so I insured it there and then, before booking a crossing back to England,” he explained. After a trouble-free drive to Belfast where he caught the ferry over to Scotland, it was only on the run home through England that trouble struck. “Less than an hour into the eight-hour journey the dreaded 1.8T coil pack curse struck,” Ben said. The car began misfiring, so Ben had to limp the car back for the rest of the journey. Not exactly the best way to start a relationship with a new car. “It was frustrating but it was still a nice car,” Ben rationalised.

Once the coil pack issue was sorted Ben ran the car for a while but soon found, even with the Stage 2 setup, it just wasn’t as much fun as the old-skool Fords he’d previously owned: “The new petrol technology is just so smooth and linear. I wanted something with a bit of lag and then boost that puts you back in your seat, something that was more of a handful and challenging.” Oh dear, we can see where this is going! “I started looking around researching the best route of achieving more power, such as big turbo upgrades and the like, then I saw one of my friends was breaking a big power high-profile car with a 1.9-litre 1.8T and I figured it made





**"I DECIDED TO HAVE THE CAR WRAPPED
TO REALLY MAKE IT MY OWN"**





more sense to go for that." The car in question was the ex-Greg Howell/Janet Edwardson Mk4 (the one which started out silver and was later painted green) with the MRC-tuned motor. "My good friend Richard at Pro Coatings helped me get the engine in place after we'd done the usual compression test and checked it over to make sure everything was well." Unfortunately Ben's bad luck only continued to get worse as it transpired on closer inspection that the ATP turbo manifold was cracked and the GT28 71 turbo itself wasn't in much better shape. "This is when I decided to bite the bullet and speak to Owen Developments where Scott spec'd me a GTX2867R turbocharger with .86 exhaust housing, uprated metal cage bearings and heat shield," Ben revealed.

The car was then delivered to local tuner, Fast Road Conversions in Ashford for a new turbo manifold and exhaust system to be fabricated. The rollercoaster ride sadly continued, though, as no sooner had the new turbo and pipework been bolted together the car picked up a bunch of electrical faults which was almost the final straw for Ben. "I'd tried to do as much of it myself as I could but having just started a job which involved travelling abroad a lot I simply didn't have the time any more," he said. And why spend ages doing something that

a specialist could sort in a fraction of the time?

Ben's saving grace came after he got in touch with local firm Carbon Motive and instantly hit it off with Neil 'Spindle' Hancock: "I soon realised it was time to call in the experts and the guys at Carbon motive were great." The team took the car under their wing and after a few hours of fault finding it was decided the best solution would be to completely rewire the car. "I've become really good friends with Spindle due to this car," Ben told us. "After a bit of time we realised we never even had lambda control with this car, which wasn't helping." This coupled with the wiring issues explained a lot. Now in safe hands Ben's luck finally began to change...

"It was around this time, with the car tucked away at Carbon Motive I decided to really change it up. Let's face it, the engine was already out of control so I might as well," said Ben. His friend Rich, who had already helped with fitting the new engine, had recently set up Pro Coatings to offer vehicle wrapping and hydro dipping. "I decided to have the car wrapped to really make it my own," said Ben. He had a motorsport theme in mind and the fact that the base vehicle was white worked well with this. "A lot of race cars only get painted outside but the bay, door shuts and interior

remain white," Ben explained. Don't think for one minute that just because it was only the outside getting wrapped the guys were doing any half measures, though, far from it: "We decided to do it as a demonstrator for the services Pro Coatings offered, so it had to be a proper glass-out job." So the guys proceeded to remove as many panels as possible, plus the glass, before coating the car. "It was pretty much the same as if we were going to paint the car," claimed Ben.

When it came to colour choice Ben didn't need asking twice: "I went for Olympic blue, which is basically like Porsche Rivera blue, although obviously it can't be called that. My old man's had around 15 Porsches and I've always loved that shade of blue. It just works so well with the red cage and grey wheels."

Speaking of wheels, we know the car was running these Compomotives originally, but what's the addition to the front wheels all about? Well, the scenesters amongst you should know, what with all the cool kids longing to own a set of BBS turbo fans and being prepared to pay astronomical amounts for the period motorsport additions. The thing is, these aren't genuine BBS items. Ben fitted then to be functional and because of his love of cars from the era that used them back in the day, not to



earn brownie points on the showfield. "I get asked all the time why I'm only running them up from and why they're not BBS. Well I'm not running BBS wheels, so why run BBS fans? A lot of the early rally cars that ran fans back in the '80s and '90s only had them on the front to reduce heat from the larger front brakes." And besides, Ben claims he loves the look of the Compomotives so much that he didn't want to cover them all up. So if they're not BBS then where did he find them? "I actually approached Chris Flint at MDV Specialist Engineering, who do a lot of cool motorsport preparation, and he was really helpful." The guys had previously made fans for a customer's RS200 and a Metro 6R4, two of the cars Ben had been inspired by as a kid, so he knew they were up to the job. Let's just say by the time Chris had finished the carbon fibre fans to Ben's standard they probably ended up costing MDV Specialist Engineering money. "I don't think Chris will do another set in a hurry, certainly not unless the price is right," Ben smiled. With the fans fixed to the front wheels, there was just time for Ben to install a nut and stud conversion for the real motorsport look.

When it came to body mods, Ben managed to get his hands on one of the last remaining VW Motorsport Cup front bumpers, which had the

numberplate strip smoothed by Pro Coatings prior to the wrap. As the new bumper didn't come with any rub strips as standard, Ben decided to also have the side mouldings removed and the holes welded, along with those from the rear Jap-spec bumper. "It would just have looked weird with a smooth front bumper and then mouldings down the side and out back," Ben rationalised.

Moving inside, like we said earlier, the roll cage had already been fitted and the rear seats removed but that was about it. "It had the original wheel and Polo GTI seats when I got it, so I needed to bring the whole lot together," said Ben. He did this by drafting in a pair of Corbeau buckets, a CAE tower shifter and a Sparco steering wheel. "I then had the guys at Carbon Motive flock the dash, doorcards and all interior plastic in black. Despite doing it with the glass out, it was still hard work with the cage already being welded in and the dash still in place."

With the car coming together at the start of the year, Ben had been invited to display it on a trade stand at Ultimate Dubs in March. While he's more into the performance scene Ben still figured this would be a nice way to debut the car while it was still looking fresh. "Unfortunately we ran into some running issues

in the lead up to the show, so I gave the spot away on the stand as I didn't think we'd get it done," Ben said. As it transpired, Ben did get the car running but only at 3am the night before and he couldn't get into the show the next day anyway due to it being so busy!

"We ran into more and more electric issues," Ben continued, "but it wasn't until I sent the map off to a guy over in Greece that I discovered it was running lean." Basically Ben had been sold 550cc injectors and a Sytec fuel pump but not been informed the latter would not be up to the job of supplying the large injectors. "I was really frustrated when I discovered it was running lean as I'd mentioned the turbo I was running and the whole setup to the guy that sold me the pump and he never mentioned it wouldn't be compatible."

This has only been a recent discovery so at the time of going to print Ben was hooking up a Bosh 044 high-pressure pump to assist and simply using the Sytec as a lifter. Hopefully this will resolve the on-going fuelling issues and Ben can finally get a track day penciled in. "I can't wait to finally fit some proper tyres, raise the thing up and give it some abuse out on circuit. I can't see the point in ploughing this amount of money into a car not to have some fun in it," he said. In terms of power, Ben is

**"I CAN'T SEE THE POINT IN
PLOUGHING THIS AMOUNT OF
MONEY INTO A CAR NOT TO
HAVE SOME FUN IN IT"**



hoping for between 400-450bhp once it's finally all set up.

What does the future hold for Ben and the car? "I won't lie, I put it up for sale more than a couple of times after I've got back from the pub a little worse for wear but then I've soon taken it down," he revealed. We get the feeling it's been a real love/hate thing with this car but Ben is determined to see the project through and we don't doubt once it is running to its full potential he'll soon forget about all the challenges that arose during the build. In fact, it looks like he'll soon have other things to focus on soon anyway, what with a new project waiting in the wings: "I've been looking at a three-door MSA-spec Sierra shell which I fancy taking on. This one's really going to piss off the Ford boys as it's going to be done in a VW style. I'm planning a full RS500 Touring Car look but with a smooth bay and an Audi five-pot motor."

If Ben thinks he's going to be fighting off the haters online then imagine what would happen if we ran a Sierra in the pages of PVW? We know you guys are pretty open-minded and, of course, that's part of what attracted Ben to this scene originally but perhaps a Ford gracing these pages (even with an Audi heart) might just be a step too far. Watch this space... ●

DUB DETAILS

ENGINE: (AGU) 20v 1.8T bored to 1.9 litre (83x86.4mm 1869cc). Big port head with uprated 83mm head gasket. JE H-beam rods and 8.5:1 JE pistons. Uprated big end shells and fully balanced bottom end. Custom tubular exhaust manifold and 3" turbo back exhaust with WRC style 4" down-swept tailpipe. Owen Developments GTX2867R turbocharger with .86 exhaust housing, uprated metal cage bearings and heat shield. Toyosports 600x300x76 intercooler with custom pipework. Ross Machine Racing inlet manifold and fuel rail with Bosch ev14 550cc long nozzle injectors. Sytec in-tank fuel pump as lifter with Bosch 044 mounted after. 4bar fuel pressure regulator and BKR8EIX iridium plugs. TFSI coil packs, 1.8 non-turbo rocker cover, and Moroso in-line filler. Mocal oil catch can, Murray WRC clamps and Speedflow fittings with braided lines throughout. 02J 5-speed gearbox, Stage 3 ceramic clutch with uprated pressure plate, lightened flywheel, Quaife ATB diff, uprated engine mounts and dog bone mount. SAI delete, A/C delete, N249 delete, wire tuck, smooth engine bay and battery relocated to boot. Design Engineering gold heat shielding and heat wrapped downpipe

CHASSIS: 8x16" Compomotive MO6 wheels with 195/40/16 Toyo Proxes T1R tyres. Custom-made

carbon fibre turbo fans by MDV Specialist Engineering. AP adjustable front coilovers, Spax adjustable rears. Whiteline front and rear anti-roll bars. Powerflex bushes all-round. Custom drop links and chassis notch. Audi TT 312mm front brake conversion with braided lines throughout. Chromoly 80mm stud and nut wheel conversion

EXTERIOR: VW Motorsport Cup Edition front bumper with numberplate mount smoothed off. Jap-spec rear bumper with rub strip deleted. Side mouldings removed and smoothed. Carbon fibre wing mirrors. Polo 6R style rear lights. Lock and wiper delete at rear. Roof aerial deleted. Wrap in Olympic blue by Pro Coatings UK

INTERIOR: Custom welded in roll-cage. Dash, doorcards and all interior plastics flocked. CAE Ultra shifter finished in anodised black. Motacorsa snap-off boss with Sparco steering wheel. Corbeau Revenge Kevlar bucket seats with white gel-coated backs. Corbeau side mounts on Mitsubishi sliders. Luke four-point harnesses

SHOUT: Spindle at Carbon Motive, Richard and Chris at Pro Coatings UK, Chris at MDV Specialist Engineering, Mike Cross Tuning, Scott at Owen Developments, Peter Wheatley and everyone who helped out with the car along the way



1000's
OF WHEELS IN STOCK
READY FOR SAME DAY DESPATCH

The LARGEST
UK selection of
EURO wheels
View the full range online...





OUR PREMISES

Situated in a prime location in Ashford (Kent), our extensive premises offer superb warehouse & mail order facilities. Housing our large wheel & tyre stock, we can process your order for same day despatch in most cases.



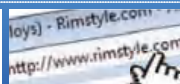
STOCK HOLDING

We endeavour to hold in stock the latest wheel designs, with thousands of wheels in stock! We also hold all the popular tyre sizes and brands, so we offer quick turnarounds on packages.



MAIL ORDER

We offer a superb FAST Mail Order service whereby we can deliver your new Alloy Wheels & Tyres direct to your home or place of work. Not only do we cover the UK & Ireland, but also Channel Islands.



ONLINE STORE

Rimstyle.com features the most advanced vehicle fitting checks to ensure that your looking at wheels that correctly fit your vehicle. We have thousands of wheels & tyres to order online 24/7.



PAYMENTS

Whether you order online or by telephone, all payments are 100% secure with no risk to yourself. All your details are kept strictly confidential.



PRICES SHOWN ARE FOR 4x ALLOY WHEELS.
FITTING KIT included **FREE OF CHARGE**
Tyres also available, see online or call for details.

WHEEL & TYRE PACKAGES AVAILABLE...

We can offer complete wheel and tyres packages, with the tyres fitted and balanced - **ready to bolt onto the vehicle.** (prices online or call)



FREE FITTING KIT

With every set of wheels we supply a fitting kit free of charge - includes Wheel Bolts/Nuts and Spigot Rings if required



WE SELL TYRES TOO...

We stock all of the leading brands ready to fit straight onto your new wheels to build up a ready to fit package. With loads of brands to choose from you can tailor your package to suit your requirements.



INSTANT FINANCE AVAILABLE - Apply Online Today...

We offer 3 different finance packages giving you the option to pay for your order over 12 Months, 24 Months or 36 Months. Applicants must be over 18 years of age and in Full-Time employment. Subject to credit approval. Minimum 10% Deposit Required - APR 19.2%



3SDM

ALLOY WHEEL DESIGN
JUST DOING HOORAT STUFF
SINCE 2011



3SDM 0.04 DIRECTIONAL
18x8.5 / 18x9.5 | 19x8.5 / 19x10.0
FORGED BIG CAP / OPEN FACED SMALL CAP
CNC MILLING



www.3SDM.co.uk

UK | USA | JAPAN | CHINA

CONTACT OUR UK HEAD OFFICE ON SALES@3SDM.CO.UK / TEL 01590683777

INTRODUCING

Hot off the press, *Introducing* highlights our new favourite things of the month...



INTRODUCING: ABT SPORTSLINE MK3 TT

It always blows our minds how quickly the big aftermarket tuning houses manage to get out their styling and performance products when a new model is released. When you're legendary German brand ABT Sportsline though, it probably isn't too difficult! ABT has just released details of its new package for the latest Audi TTS which has been named the XL Power Package.

ABT has upped the engine's power from 310bhp to 380bhp and torque from 380Nm to

460Nm. The 230bhp and 370Nm model sees a jump to 310bhp and 440Nm with the package. It's not all about power though, ABT is renowned for offering customers a package that ticks every box and its offering for the new TT is no different with new six-pot brakes, lowering springs, uprated anti-roll bars, wheel spacers and an exhaust system all on the options list too.

Want more ABT goodness? There are also ABT wraps on offer in a range of finishes, a complete

body kit including a front splitter, mirror caps, a fixed rear spoiler and a rear valance too. Finally, you can spec up ABT's FR, DR, ER-C or CR wheels in 18", 19" and 20" diameters depending on the model chosen. Products can be bought as part of a complete package or separately over time as budget allows. Fancy making your new TT extra special with some ABT goodies? Go and hit up ABT's UK distributors at the other end of www.richtersport.co.uk to find out more.



WHAT'S NEW?



PEDIGREE PICKS

If you know anything about motorsport then the name Öhlins will need no introduction. And now Mk7 drivers can benefit from Öhlins' motorsport experience with the announcement of its new Road and Track kit. Suitable for both two- and four-wheel drive models, the kit is aimed at the performance-orientated driver with the front

MacPherson struts and replacement springs and rear shocks offering adjustable compression and rebound damping, and Öhlins' signature Dual Flow Valve (DFV) system that gives optimum wheel control in all conditions, improving traction and grip. The uprated springs (70N/mm, the rears 50N/mm) drop the front by

15mm and the rear by 20mm and they are preload-adjustable. They're TÜV-approved and also have Swiss and Belgian type approval, are fully rebuildable and cost €2424.37 plus taxes, which works out well with the pound being so strong at the moment. Log on to www.ohlins.com for more.



SPACE CASE

Whether you want wheel spacers to increase your track width for better stability or just to get your wheels to fit better in your arches, it is good to know where you can get them from easily. Direnza produces a range of wheel spacers in all kinds of fitments in widths ranging from 10mm to 50mm. What more do you need to know? Make sure you log on to www.japspeed.co.uk to order yours and get those wheels sitting right.



WATCH IT

This snazzy little number is Casio's catchingly named EFR-544RB-1AER watch from its Edifice collection which is in association with Infiniti Redbull Racing. The watch doesn't just look good with its bronze ion-plated detailing and stainless strap, with radio-controlled accuracy, a date display and a stopwatch too and a case sealed to 10bar of water pressure, it's nicely techy too. It costs £175 and you can order yours at www.casioonline.co.uk



BRUSH ME OFF

Nine new detailing brushes from Valet PRO hit the shelves this month. There's the Upholstery Brush, the Long Reach Wheel Brush, the Twisted Wheel Brush, the Wooden Handle Chemical Resistant Brush, the Leather Brush, the Boar Hair Brush in large and small sizes and finally, the Foam Detailing Brush. They all come in between £2.40 and £13.99 and you can find out more or where your nearest stockist is over at www.valetpro.eu

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



BAG FOR LIFE

AirREX UK has released details of its bespoke kit for the 2012-on Audi A6 and S6. The kit fits all models and offers a near 'plug and play' fitment, which is perfect if you don't want the usual hassles of fitting that go with custom installs. As with all AirREX kits, the A6/S6 kit is supplied fully assembled and leak-tested from the factory and the valve block, compressor, air tank and purge valve are all contained in a composite wood

casing with a smoked acrylic window making installation a piece of cake. In addition to minute ride height adjustment, the struts offer adjustable damping force for precise control of handling and feel and a wireless controller is included too. The kit is priced at £3999 all-in and you can find out more information by visiting www.airrexuk.co.uk or by calling 01933 685840.



STATUS ERROR

We probably don't need to introduce you to Scottish-based merchandise company Status Error. What you may not know, however, is that the team has been busy creating a fresh new line of clothing, air-fresheners and accessories for 2015 with an all-new logo, this time incorporating Japanese text for the ultimate JDM flavour. Freshen up your wardrobe and your car over at www.statuserror.co.uk



NOISY 4PLAY

If you own a Mk4 R32 and you don't have a Milltek exhaust system on it already, you do know you're missing out on one of the best engine sounds going, right? Milltek's engineers spent many hours on both the road and dyno to optimise the system for the R32. The resulting 2.50" diameter was found to balance the perfect back pressure with optimum flow. The cat-back system can be ordered as either a resonated or non-resonated system, depending

on the owner's preference. Milltek also offers a pair of high-flow manifolds, a cat-replacement bypass pipe or for those looking for maximum performance with maximum legality, a high-flow, motorsport-quality sports cat. The cat-back (resonated) system comes in at £633.49, the non-resonated cat-back costs £582.20 and the free-flow manifolds cost £765.29. Get on to www.milltekспорт.com for the full price list and to order yours.



GOING ON TOP

Powerflex's Mk4 lowering top mounts and top caps – designed and developed in partnership with PSI Tuning – keep the top of the strut firmly in position, meaning there are no geometry changes under hard cornering. They also remove any possibility of knocking, as well as lowering the strut 10mm, which is a win-win all-round! They cost £55 and are available exclusively through PSI on www.psituning.com or 01782 563703.

WHAT'S NEW?



RAISE IT UP

Having engine clearance or driveshaft binding issues in your Mk4? Then Euro Image Tuning's Mk4 Motor Mount Spacer Kit could be exactly what you need. Euro Image Tuning developed the kit over six years ago and states there is no problem with other parts such as the exhaust, radiator and hoses aligning, although a chassis notch might be necessary depending how low you are, and they work with both OEM and aftermarket engine mounts. 1" (25.4mm) and

5/8" (16mm) versions are available, and each kit contains the driver's side mount, passenger side, stand-off mounts and Dogbone mount spacers too, as well as the right extended length OE-strength bolts too. The mounts fit the 1.8T, 2.0-litre, 1.9-litre TDI, 12v VR and 24v VR (although you will have to remove your engine cover on the 24v) engines too. The kits cost \$130 and you can find out more over at www.euroimagetuning.com



FIVE STAR

If your Mk5 is in need of replacement front brakes and you want to keep them the same size then you need to check out Tarox's range of discs and pads for the model. These kits offer a direct replacement to the OEM parts – but with significantly greater performance and much less tendency to fade. Four styles of disc are available, the OEM-esque 'Zero', the diagonally vented 'G88', the JDM-inspired 'Sport Japan' and the spirally grooved 'F2000'. With new discs you

will need new pads and Tarox has ticked that box too with its 'Strada' pads offering the perfect compromise for cars that are driven daily with excellent cold performance, instant bite and great wear rates. For those who take their car on track, the 'Corsa' pad option gives you all the bite and fade resistance you need. Prices start from £294 for a front pair of any of the disc designs. Pads start from £112.80 for the Strada 'street' pads. Go to www.tarox.co.uk for more.



DUBKORPS

We can't keep mentioning car culture clothing companies and not give Dubkorps a plug here in our News pages can we? Dubkorps produces some awesome products including a massive range of T-shirts, stickers, vests, gear for ladies, sweatshirts and much more besides. They all feature great designs and come in a loads of sizes too. Check out www.dubkorps.com or if you're in the Europe, hit up www.dubkorpsclothing.co.uk

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



CUSTOM WORKS

The Gaz range of off-the-shelf applications is pretty extensive to say the least, but if by chance Gaz doesn't list an application for your vehicle, or you require something more a little more specialised, the company can also produce custom-made suspension kits to your exact specification. Gaz can use donor hubs, totally recondition them and then weld them to brand-new struts. Where strut inserts are required, Gaz will produce new units from

scratch to the customer's specifications including adjustable ride height and adjustable damper rates and supply lowered, uprated, suspension springs, and even remote reservoir setups for serious track day cars. All units are tested before leaving the factory and everything is covered by a two-year warranty for peace of mind. Prices vary depending on application. For more information and to get a quote visit www.gazshocks.com

WESTSIDE SHOW

One of the most chilled-out shows of the year, Westside VW, is back for another year. The date? 27 September. The location? Chalfont St Peter Cricket Club in Chalfont St Peter in Buckinghamshire. The website you need to know? www.westsidevw.co.uk. It's always one of the most laid back, relaxed shows of the year with a great vibe, great food on offer and of course, some top cars. What more do you need to know? Be there or be square!



ALPINE AUDI

Alpine has just released details of its new X701D unit for the '07-'15 A4 and '07-'15 A5. The X701D doesn't just look good and sound great, it's fully compatible with all types of media, including the latest smartphones, has a DAB/DAB+/DMB tuner and can deal with DVDs and USB sticks too. The integrated navigation system has TMC Route Guidance, 3D maps, extensive Points of Interest database with easy searching, and maps of 47 European countries which can be updated online

by country and region. Alpine also offers the SPC-100AU front speaker system which features two high performance mid-bass woofers and two Silk Dome tweeters. If you want to go all-out with the Audiophile Grade Sound System you can get the SPC-200AU Sound System package which includes a 310W high performance digital amplifier, a high performance centre speaker as well as two 7.5cm midrange speakers to create a true three-way front speaker system. It

includes a custom fit wiring harness using original Audi type connectors to make installation easy and professional, and installation brackets for the amplifier. The X701D series is fully compatible with the A4 and A5's steering wheel control buttons and the driver information display in the instrument cluster too. Clever stuff we think you will agree. For availability and pricing, contact your local Alpine authorised dealer or visit www.alpine.co.uk for more information.

COMPETITION

WIN A FREEFLY VR HEADSET



WIN
THIS!



In the past, virtual reality was the future. At least until we saw *The Lawnmower Man*, played on the Virtual Boy and watched Craig Charles bounding around in a leather jacket presenting *Cyberzone* on BBC Two. Cyber-what? Exactly. But in the present the virtual reality of the past is even more in the past and the virtual reality of the future is here in the present. Virtually. What we're getting at is that with the appearance of numerous VR gaming headsets and the impending arrival of Oculus Rift, we're all about getting a slice of the virtual action. And, yes, we know it's nothing to do with cars but it's free and it's cool, so don't moan!

We've teamed up with Freefly VR to give you the chance to win one of its swanky smartphone VR headsets. As the description suggests, it's a headset designed to house your smartphone and deliver a unique VR experience. Simply pop your smartphone in, get setup and then enjoy one of a number of VR apps, ranging from games where your head is the controller and you control the action from a true first-person perspective to 360-degree video content and, of

course, the obligatory rollercoaster simulator that may or may not have you flailing your arms around and throwing up all over the coffee table and looking like an absolute lunatic to anyone watching whilst never leaving your sofa.

With apps available for both iOS and Android, no matter what your handset of preference is, you can enjoy the Freefly VR experience and the unit's design makes it easy to fit your phone without fuss. The expensive-feeling headset easily adjusts for all head sizes ensuring your VR trip will be a comfy one and it's easy to setup and get stuck in.

For your chance to escape the monotony of the real world and spend some time in the virtual one, simply answer the question below, the answer to which can be found on the Freefly VR website ●



CONTACT
WWW.FREEFLYVR.COM

HOW TO ENTER

FOR YOUR CHANCE TO ESCAPE THE MONOTONY OF THE REAL WORLD AND SPEND SOME TIME IN THE VIRTUAL ONE, SIMPLY ANSWER THE QUESTION BELOW, THE ANSWER TO WHICH CAN BE FOUND ON THE FREEFLY VR WEBSITE.

HOW MANY FAVOURITE VR APPS ARE LISTED ON THE FREEFLY VR SITE?

SEND YOUR ANSWER WITH YOUR NAME, ADDRESS, CONTACT NUMBER TO PVW@UNITY-MEDIA.COM WITH 'FREEFLY' IN THE SUBJECT LINE

Terms & Conditions No employees of Unity Media, Freefly VR or any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules. Please email your entry to pvw@unity-media.com using 'Freefly' in the subject line. Closing date for entries is 24/11/15.

now serving
- CBU -



ROTIFORM
FreshCuts

info@rotiform.com / 800.493.7891

WORK IN PROGRESS

If you thought moving home was hard work, imagine having to move over 17,000 VW parts of all shapes and sizes from one warehouse to another!



PRESS START

It's been a while since we've had an update from VW Heritage on its Mk1 Jetta build so it's time to check in and see what's been going on...

Not wanting to rush things, we casually took a year out. We weren't backpacking and getting drunk like work-shy students; we were moving 17,000 parts from one building to another, cleaning, decorating and creating a workshop space to last us another ten years, at least.

With our feet back under the table in sunny Shoreham-by-Sea, and tech Benjamin rehomed with all his tools and a ramp on site, we could continue where we left off. Deadlines have been and passed a number of times but our current target is Ultimate Dubs 2016 and we're determined not to miss that!

First we had to order a few important parts to get the project moving again. We couldn't consider building a diesel without checking out the guys at Darkside Developments. They know a thing or two about tweaking the TDI so we got in touch and ordered up a front-mounted intercooler and EGR delete pipe. Their off-the-shelf intercooler worked well with Benjamin's plan – a quick drill and tap, and it could house the MAP sensor, too. While the phone was out, we gave Lee at The Performance Company a shout and he hooked us up with a suitable Pipercross filter – nothing too crazy just enough to let the engine breathe as it should.

Converting from carburettor to diesel injection would require an in-tank lift pump. Fortunately late Mk1 Cabriolets had this fitted as standard and so we picked one up on Facebook for a decent price.

The SEAT Ibiza donor kindly relinquished its throttle pedal and after a bit of modifying it was welded onto the bulkhead in no time. We utilised captive bolts attached inside the car so that the engine bay could remain blemish- and bolt head-free. Accompanying the new 'go faster' pedal, our pedalbox and column have been converted, allowing for remote master cylinders and fluid reservoirs, keeping the clutch and brake working as they should but keeping the bay nice and clean, too.



VW HERITAGE
JETTA BUILD PART 4



SEAT Ibiza donor car gave up its throttle pedal assembly for the job



Hiding the loom away on the outside of the inner wing was always the plan, and to make the job as good as it could be we welded some M6 studs on. These secured the rubberised P-clips we had sourced which, in turn, fix the loom inside its conduit. With the wing back in place it's nicely hidden out of sight, and protected from the elements, too.

The conduit, P-clip and black tape party continues under the dash with the welcome addition of the ECU and vacuum block. Hidden studs once again take care of the fastening duties; fingers crossed our dashboard of choice won't interfere too much either.

We always knew we'd need to mod our driveshafts to work with the 02m six-speed 'box; a call to Deutsche Doktors saw a pair of GTI shafts on their way, and awaiting them, the winning combo of MEYLE T4 inner CVs and Mk1 outers, plus an angle grinder to deal with the extra length issue. Cutting the shafts was pretty simple and, according to Benjamin, joining them back up was, too. A sleeve was



WORK IN PROGRESS

The Jetta might look the same as when we last touched base with VW Heritage but there's been a lot of progress in the areas that matter: stopping and going!



Measure, measure again, cut...

pressed over the join, TIG-welded either side, and then pot-welded in eight places to ensure nothing moves.

Keeping the wheels turning is a set of bearings from MEYLE, and having stripped the existing hubs down Ben got his best horsehair brush out to treat them to a coat of black enamel, bringing them in line with everything else. Ignore the filthy inner arches, though, we're a little way off bodywork yet!

A set of our OEM+ KW variant 1s now reside under the arches, and stopping is effected via the G60 brakes. Using favoured Epytec adapters, the calipers and carriers were bolted in place and do their best to bring the Black Diamond drilled discs and pads to a halt. To transport the fluid we chosen Goodridge stainless hoses, the industry standard for as long as we can remember and the only choice on this build. The plan is that new copper nickel

hard lines will join it all together, rounding off the job nicely.

A new steering rack was bolted in as a precautionary measure, along with new tie rods and ends, also supplied by our German friends at MEYLE.

Out back we've kept the rear calipers over from the Ibiza, the same as the Mk4 Golf versions often used on Mk2s. By using Mk2 GTI stub axles and some Goodridge conversion hoses (Mk2-Mk4) we can bolt these up pretty simply. Black Diamond once again is our disc and pad of choice.

Supporting the rear axle in polyurethane'd loveliness is a pair of our OEM+ bushes by Polybush. These are manufactured for us in a really dark grey material to replicate the look of original rubber, and will complement our other work nicely. And with that, you are up-to-date! See you next month for more juicy stuff! ●



Tig and spot weld a sleeve over the join



Dash of paint later and voilà, shortened driveshafts

MOT only:



Lancaster Volkswagen (Aylesbury)

Bicester Road, Aylesbury, Buckinghamshire, HP19 8AL.
Telephone: 01296 324267.
www.aylesbury.volkswagen.co.uk

Lancaster Volkswagen (St. Albans)

Alban Park, Hatfield Road, St Albans, AL4 0JJ.
Telephone: 01727 223 450.
www.stalbans.volkswagen.co.uk

Lancaster Volkswagen (Loughton)

Langston Road, Loughton, Essex, IG10 3TQ.
Telephone: 02038 057941.
www.loughton.volkswagen.co.uk

Lancaster Volkswagen (Harlow)

River Way, Harlow, Essex, CM20 2GQ. Off Edinburgh Way.
Telephone: 01279 210572.
www.harlow.volkswagen.co.uk

Lancaster Volkswagen (Letchworth)

Works Road, Letchworth, SG6 1JZ. Telephone: 01462 410240.
www.leitchworth.volkswagen.co.uk

Wayside Towcester

A5 Roundabout, Greens Norton Road, Towcester, NN12 8QE.
Telephone: 01327 220 325.
www.towcester.volkswagen.co.uk

Lancaster Volkswagen (Milton Keynes)

Greyfriars Court, Kingston, Milton Keynes, MK10 0BN.
Telephone: 01908 787434.
www.miltonkeynes.volkswagen.co.uk





Greece might be in the news at the moment for all the wrong reasons but we like to focus on the positives here at PVW, like this 760bhp four-wheel drive Mk5 GTI for example.

Words: Matt Zollo Photos: GK Production Team



GR EKE GOOD S

**“IF YOU WANT EXTREME PERFORMANCE YOU WILL
NEED MORE CUSTOM PARTS, AND WE HAVE THE
ABILITY AND KNOWLEDGE TO DO JUST THAT”**



As you might have noticed by now, the country and people of Greece have gone through a bit of economic turmoil recently, and it doesn't look like it's going to get a whole lot easier for them anytime soon. But we're not going to get bogged down in the grown-up world of national debt, fiscal policies and the International Monetary Fund. Oh no, that's way below us.

As far as we're concerned, cars are more important than money and Greece should be famous for an altogether different reason to the one that holds it in the world's public eye right now. We believe it should be known for the level and quantity – particularly in proportion to its size and population – of the tuned cars it produces. And indeed seems to be continuing to produce, despite its current financial to-do.

One in the long line of world class tuned cars to come out of the country is this: Tasos Karasis' four-wheel drive, 760 wheel horsepower

Mk5 Golf GTI. It is classic Greek produce, built with the sole purpose of going ridiculously fast – as with many cars in the country, in this instance ridiculously fast over a standing quarter-mile – using one-off components and unique tuning solutions.

“We have good mechanics here in Greece, and we can hand-make a lot of things. This is important if you want extreme performance because you will need more custom parts for your car, and we have the ability and knowledge to do just that. There is nothing that you can't build; people can fix up anything here,” says Tasos when asked why he thinks Greece is home to so many extreme machines.

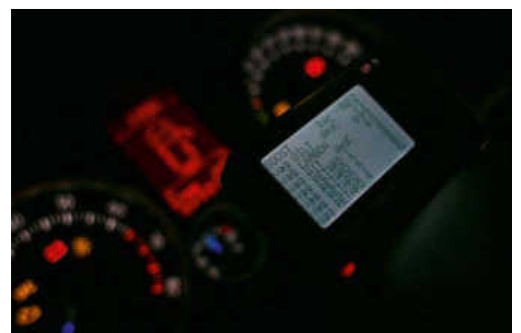
“Also, turbo kits in the UK are pretty expensive – you can get 500 horsepower for €8000, but here you can do it for €5000. You do have a guarantee with the UK kits, but we don't really mind if we break our cars – actually we want to break our cars! A first stage car is to drive to work in, but we want to race

our cars so we want extreme tuning.”

Tasos started out driving motorbikes in his youth, which explains his hunger for speed after switching to four wheels, but his choice of first car at the age of 27 doesn't quite correlate to that: “My first car was a Smart! After an accident on a bike I decided to buy a car, but my money situation wasn't good then,” he only somewhat successfully justifies.

However, it got better because next came a 1.4 TSI Mk5. Followed by the modifying. Tasos soon realised the twin-charged engine wasn't ideal for big power, though, and not long after replaced the 1.4 with a Mk5 GTI. “So that's how it started, with first and then second and then third stage tuning,” explains Tasos.

This Golf was actually one of the first significant projects that Tasos' friend, Takis Cabilis of Cabilis Performance, whose awesome Mk1 'Rocco hillclimb racer we recently featured, got involved with. Working together, they ventured far further along the TFSI's



Considering the 760whp it puts out to all four wheels, the Mk5's interior is pretty normal with just a pair of Sparco buckets and a cage giving the game away

“VWS ARE EXTREMELY FASHIONABLE HERE IN GREECE – YOU CAN SPOT THEM PRETTY MUCH EVERYWHERE!”

DUB DETAILS

ENGINE: 2008cc TFSI four-cylinder turbo, 83x92.8mm, C/R 9.5:1, CP 83mm pistons, DP Engine Parts con rods, 0-400 Tune 2 Race cylinder head, crank and rod bolts, ACL rod bearings, custom Tune 2 Race flywheel, Cat Cams Stage 3 cams, Supertech valves, custom 0-400 Tune 2 Race valve springs and retainers, Sevdalis SuperFlow cylinder-head porting, Precision Turbo PT6466 turbocharger, 60x30x10cm Energie intercooler, TiAL blow-off valve, Turbosmart 44mm external wastegate, PMC custom exhaust manifold, custom 80mm exhaust pipe with PMC muffler, 0-400 Tune 2 Race 80mm throttle body, 0-400 Tune 2 Race fuel pump, RS4 480cc/min fuel injectors, APR high pressure fuel pump in stock location, Siemens 1000cc/min fuel injectors in inlet manifold, Bosch 044 secondary pump arming after 1.3bar, Bosch F5 spark plugs, Audi R8 ignition coil, Autobahn88 silicone hoses, PMC custom intercooler pipes, ECU tuning by Dynodrome, KMS unit, Audi S3 S-Tronic gearbox conversion, Dodson DSG discs, Dynodrome DSG software, VW Golf R32 axles, driveshafts and differentials

CHASSIS: 8x17" gloss black OZ Ultraleggera with Toyo R888 235/45/R17 road tyres and M&H 26/8.5/17 drag slicks, KW Variant 3 coilover kit, Wilwood four-pot calipers, drilled and ventilated 330x28mm discs up front, stock setup at the rear

EXTERIOR: Respray in Fiat Abarth Campovolo grey, carbon bonnet, R32 body kit including modified front grille, gloss black detailing, window tints

INTERIOR: Sparco bucket seats, Sparco roll-cage, Apexi boost gauge, rear seats removed, 19-litre fuel tank



development curve than most would, ending up with a dyno-tested 760.5PS (at 7583rpm) at the wheels on 2.5bar and, in competition use, around 800PS when run up to 3bar.

According to Tasos, the only major problem to overcome was in finding a fuel setup capable of feeding enough fuel to the engine. The solution was eight injectors: four Audi RS4 480cc injectors in the stock direct injection positions and a further four Siemens 1000cc injectors in the inlet manifold. Three fuel pumps do the leg work, an APR high pressure pump in the stock location in the bay and two – a Tune 2 Race pump and a secondary Bosch 044 pump that arms after 1.3bar – out back with the smaller 19-litre fuel tank.

Apart from that, it was a relatively straightforward development, with the engine

being uprated with CP pistons (2008cc capacity), a custom ported cylinder head, uprated bolts and bearings, Cat Cams cams, a custom valve train and a Precision Turbo PT6466. As is often the way with these builds, the mapping was the only thing Tasos and Takis elected to pass on to a specialist; that work being done by Stratis Autosport.

"I've helped a lot of people to do this to their own cars," says Tasos. "VWs are extremely fashionable here in Greece – you can spot them pretty much everywhere! You don't need a lot of money to get a TFSI with 600 horsepower (if you have a Mitsubishi Evo you need double the money to have that kind of power). The modifications I've done on my car are quite common here as it's a relatively affordable way to gain 600 horsepower; the only differences

are that I've added the bigger turbo, fuel system and program. Though you probably don't need the cams for up to 500 horsepower." The basic engine tune may be quite common, but Tasos reckons there are only a few other four-wheel drive GTIs running about in Greece.

It was about five years into the project that he decided to go all-wheel drive, with the use of R32 axles, driveshafts and differentials. "I had got down to an 11.1 as a two-wheel drive car, but because we don't have good race tracks the two-wheel drive cars spin a lot. So I decided to do four-wheel drive. It's also more fun on the road with four-wheel drive!"

Unsurprisingly, the stock DSG 'box didn't cope all that happily with the ever-more severe forces being transmitted through it, its limit being about 500bhp. Now Tasos uses a S3





We love how subtle Tasos' Mk5 looks. You could almost believe it wouldn't give you any trouble at the traffic light Grand Prix. How wrong you would be!



**"EVEN AN 8.9-SECOND
QUARTER-MILE DOESN'T
MATTER TO ME— I JUST
WANT TO SEE AN EIGHT!"**

S-Tronic unit with Dodson discs and Dynodrome software – which is good for three whole drag meets. The engine fairs better: in this spec it's lasted one and a half years. Although, er, that does include rebuilding it about every five races (each one consisting of about six or seven passes a time). Tasos replaces the pistons, crankshaft bearings and head bolts each time. The valves have been replaced in that time too, but only as a precautionary measure.

Mods to the rest of the running gear are remarkably simple. The chassis is stock except for KW Variant 3 coilovers; the brakes have been uprated with Wilwood four-pots and 330mm drilled discs up front. The rear setup remains stock; the 17-inch OZ Ultraleggera rims are a conservative 8-inch in width and run

equally modest 235/45 Toyo R888s. And that's about the extent of it. M&H 26-8.5-17 drag slicks are used on another set of OZ Ultraleggeras for quarter-mile sprinting.

But that's all really you need for a car like this, despite the crazy performance. Through the four-wheel drive conversion and further engine development to get it to the spec you see here, this car has done a 9.622 standing quarter-mile with a terminal of 148mph. And the hope is to beat that by some margin. Tasos has his sights set on an eight-second pass and is already on his way to achieving it... Since we met him he has spec'd his engine even further to help achieve his quest to gain those times, with new pistons and a further increase in capacity to 2060cc, a new billet crankshaft and further

development of the cylinder head with better porting and an upgraded valve train.

Tasos is now hoping for 850bhp at the wheels, combining it with a far more comprehensive weight reduction program for the interior to hopefully see it into the eights. "Even an 8.9-second quarter-mile doesn't matter to me – I just want to see an eight!" he laughs.

This whole financial hullabaloo might well have put the brakes on many things in Greece for a while, but it's clearly not stopping the more determined within the country's amazing tuning industry from creating ever more crazy cars. Tasos Karasis and his Mk5 Golf are what need to be in the BBC headlines, not Euclid Tsakalotos (yes, I had to Google that) and his impending economic bargaining mission ●

WE HAVE THE LOT!



FINANCE AVAILABLE NOW

FULL RANGE ONLINE

demon
tweeks
PERFORMANCE

All prices quoted are from and inclusive of VAT

Wheels

Massive range of wheels at www.demon-tweeks.co.uk

CADES Blast 15"	KLUTCH KM20 19"	OZ Ultraleggera 15", 16", 17", 18", 19"	LENZO BXS 15", 16", 17", 18", 19"	WOLFRAGE JDM 17", 18"
STUTTGART ST7 15", 16"	3SDM 0.05 16", 18", 19"	CONCEPT CSL5.5 19"	TEAM DYNAMICS Pro Race 3 15", 17"	JUNK Re-Jekt 15"
NEW		NEW		NEW
TEAM DYNAMICS Pro Race 12 15", 16", 17", 18" ROTA Grid Drift 16", 17", 18", 19"				

Tyres

ROAD LEGAL TRACK DAY TYRES

DMAK TRACK DAY	TOYO PROXES R888	FALKEN FK453	YOKOHAMA ADO8R ADVAN NEOVA	YOKOHAMA ADVAN SPORT
----------------	------------------	--------------	----------------------------	----------------------

PROXES T1R PARADA Spec-2

Largest specialist high performance tyre stockist in the UK

TOYO T-1R	195/50/15	£30.78
	205/45/17	£66.00
	225/40/18	£60.19
YOKOHAMA PARADA SPEC 2	195/50/15	£44.12
	205/40/17	£66.15
	225/40/18	£79.29

Full range of Elbach spacers and adaptors now available. Visit demon-tweeks.co.uk or call for details.

Suspension

We stock a huge range of suspension products. Call or go online for details and the best prices.

	Lowering Springs	Suspension Kits	Coilovers From	Anti Roll Bars
CORRADO	£125.00	£259.96	£395.00	£275.00
GOLF	£75.00	£247.01	£395.00	£275.00
SCIROCCO	£145.00	£358.06	£445.00	£134.65
UPI	£130.50	-	£445.00	-

Exhausts

10% OFF JETEX, MILLTEK, SCORPION

	Jetex	Scorpion	Milltek
CORRADO	£355.22	-	£523.66
GOLF Mk1	£216.84	-	£662.08
GOLF Mk2	£230.48	-	-
GOLF Mk3	£313.44	-	-
GOLF Mk4	£298.90	£391.76	£383.40
GOLF Mk5	£403.18	£449.10	£450.14
GOLF Mk6	£475.50	£596.70	£581.40
GOLF Mk7	£533.76	£674.10	£711.71
Lupo GTI	-	£389.36	-
POLO (GT) GTI	£439.21	£494.10	£535.46
SCIROCCO (New)	£494.41	£466.61	£479.64

Full systems, cat-backs, back boxes, manifolds and sports cats available. Call or go online now for details.

Brakes

Direct replacement discs and pads from all the big names. We also stock brake fluid, calipers and lines. Visit demon-tweeks.co.uk or call for details.

	Discs From	Pads From
CORRADO	£148.07	£55.88
GOLF	£148.07	£59.23
Lupo GTI	£101.84	£48.90
SCIROCCO	£164.80	£66.58
UPI	£79.56	£58.93

Air Filters

UP TO 25% OFF K&N

Filters from BMC, Green, ITG, K&N, Pipercross, and Revo. Visit demon-tweeks.co.uk or call for details.

	From
CORRADO	£46.79
GOLF	£32.39
Lupo GTI	£35.98
SCIROCCO	£35.97
UPI	£45.59

PICK YOURS UP NOW!

FREE 2015 PERFORMANCE CATALOGUE RING NOW

0906 250 1581

OR VISIT US ONLINE FOR YOUR FREE COPY

Calls to 0906 numbers cost 50p per minute at all times. (Calls should last no longer than 1 1/2 minutes).

Superchips

- Smoother driving.
- Faster response.
- Manufacturer's lifetime guarantee.
- Better acceleration.
- Safer overtaking.
- No mechanical or technical skill required.
- Insurance options.
- Supplementary warranty.

Non turbo	from £249.00
Turbo petrol	from £399.00
Turbo diesel	from £399.00

Superschips Bluefin from £249.00

Revo

Revo Remaps from £238.80

Forge

Check our website or ring for a huge range of Forge Motorsport parts.

Forge Golf Mk5 GTI PCV Fix from £78.85

Intercoolers from £396.90

Induction kits from £299.00

Blow off valves from £64.19

£74.34

Quaife

5% OFF SELECTED QUAIFFE DIFFS

GOLF Mk1/Mk2	£655.50
GOLF Mk4 2WD	£655.50
GOLF Mk5	£701.10

SALES ORDER LINE:

WHEELS TYRES AND EXHAUSTS:

www.demon-tweeks.co.uk

0844 375 4431

0844 375 4602

75 Ash Road South, Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG

Low rate call. Lines manned 8.30am - 5.30pm, Monday - Saturday



All major credit cards accepted and Paypal transactions. Cheques, postal orders or bankdrafts made payable to Demon Tweeks. Goods despatched on express carrier service £8.70 or economy carrier service £7.50

MEDIA CODE: N2149A





THE PAY OFF

It takes a lot of commitment to build yourself a sorted Dub, something that TJ Carroll here knows all too well. Four years and thousands of miles later, he can finally call his Jetta done. For now, anyway...

Words: David Kennedy
Photos: Steve McCann



“
I THINK OLDER
CARS SHOULD
BE STATIC...
”





TJ claims the interior was the hardest part of the build; the simplicity of the cabin and the tidy bay belie the hard work TJ has put in...



If there's one thing you need when taking on a project car, it's commitment. Without commitment, it's only going to end badly. Whether it be the amount of money you're going to throw at the thing or the time you're going to put in to it, project cars are draining, expensive and infuriatingly frustrating things at the best of times. But yet we all do it, even though we know better and have in most cases been burned before on one build or another. We just can't get enough of putting ourselves through the wringer to build the car we've got pictured in our heads.

One of the most frustrating parts of building a car is all the travelling around that goes with it, particularly when going to collect parts. Driving all over the country to random places often makes us question just what we are doing.

With that in mind, TJ Carroll here must be an expert at shutting off that voice in your head because every time he went to work on his car, it was a 758km (471-mile) round trip. "I spent most Saturdays for three years doing the six-hour round trip to work on the car up at Gethin Evans's place," TJ explained. "Looking back at it now it seems like madness but at the time it didn't seem like a big deal." That's a lot of time to sit there and question just what the hell you're doing and whether it's worth it or not.

The name Gethin should need no introduction to anybody over in Ireland, Northern Ireland or here in the UK, for that matter. If you don't know him for his 600bhp 24vT Mk3 Golf (star of that dyno video that hit half the car blogs on the 'net – many of which incorrectly blamed his stretched tyres rather than the actual culprit, the rubber's speed rating, when the front tyre decided 223mph was quite enough and went pop) then you'll know him for being one of the four main guys behind the GTINI club and the Dubshed, Castlewellan and Titanic Dubs shows over in Northern Ireland.

"I've always loved Mk2s, Jettas especially," TJ explained. "This is my third one and was by far the best one to go so full-on with, hence me sticking with it for so long." This isn't TJ's first noteworthy build, however. A few years back he owned a Mk5 GTI which was one of the only ones on air in Ireland at the time.

"I had dropped a crusty black Jetta off to Gethin for a simple VR conversion," TJ remembered. "And then a few weeks later I saw that this one was for sale in Belfast. It was only a 1.6-litre but it was very clean and well-looked-after so I bought it as well and decided it was a much better base for what I had planned."

What TJ had planned was just a simple VR swap; taking it as far as he has done was never on the cards. Which, as we all know, is what everyone says. So perhaps you actually need two things when taking on a project car: commitment *and* a lack of self control!

Eleven miles later, no, not months, miles, TJ removed the innocent little 1.6-litre engine from where it had been happily purring along in the Jetta's engine bay and mercilessly dumped it and set about looking for an engine more suited for what he wanted. "I was actually looking for a 12v VR6 engine when this 24v came up for sale. It was a mixture of peer pressure and the fact the timing was spot-on that meant it ended up in my hands really," TJ explained.

Before the 24v AUE-code engine could be bolted up in the front of the Jetta, though, TJ figured he might as well tidy the bay up. Well, it would be rude not to, right? "There were a few spots of rust here and there so I had them cleaned up and then I could move on to making it look good," TJ explained. "Nothing too drastic. I just got the battery and washer bottle out and tidied a few bits up. I wanted to get the 'charger on but I didn't have time as I wanted to drive it to my wedding, so I just got it in and working as it was first of all."





DUB DETAILS

ENGINE: 2.8 24v VR6 AUE, Vortech V9 'charger, paddle clutch, Black Forest Industries engine mounts, 02A 12v VR6 transmission with Quaife limited-slip diff and shot peened gears, custom pipework

CHASSIS: 9x16" ET24 Image Jaguar BTCC splits redrilled to 4x100 refinished in grey with polished lips, FK coilovers, G60 brakes, rear disk conversion, fully polybushed

EXTERIOR: G60 Arches, US-spec rear plate tub, Rallye front

INTERIOR: US-spec Mk2 Recaros retrimmed in grey leather with Alcantara details and diamond stitch pattern, standard headunit with a Bluetooth unit in the glovebox

SHOUT: Gethin is the main man behind the conversion and the build, he's helped out more than anyone and is the one who has kept pushing me. My brother Kieran for letting me takeover his garage and for fixing what I messed up. My mate Tom for giving me a hand and letting me use his Jeep whenever we needed it. All the GTINI lads who helped out when the pressure was on and, finally, Ka my wife for being so understanding when I forget to come home from the garage!



The rest of the Jetta was treated to some choice upgrades, too. FK coilovers, polybushes, G60 front brakes and a rear disc conversion were all drafted in to refresh the Jetta's weak stock underpinnings ready for the heavier and far more powerful 24v six-shooter that was to be bolted in. "I think older cars should be static, especially if they're being driven daily," TJ said. "Isn't navigating around the bumps and dips all part of the fun?"

Black Forest Industries engine mounts were the final piece of the puzzle in getting the Mk4 motor bolted down in the freshly painted bay, while at the back of the engine sits a 02A 12v VR6 transmission with a Quaife limited-slip diff and shot peened gears to cope with the power that was going to come. "We wanted to get the 'charger in at the same time as the engine but we wouldn't have had the car running for my wedding, which was important for me," TJ explained. "Driving it to my wedding was still one of my favourite moments of the whole build," he added. Once wed, though, stage two of the build could really get going...

"A friend of mine had the 'charger in his 4Motion Bora but his girlfriend bust the sump when she was driving it and ran it dry," TJ revealed. "We knew it could be saved, however, and seeing how rare the 'chargers are in Ireland,

I snapped it up." TJ's dad welded up the custom intake pipe before TJ sanded the welds down and sent it off to be powdercoated black.

The Vortech V9 'charger helps push the 24v six-pot up to a very healthy 280bhp and gives it a fantastic soundtrack – something we can certainly testify after hearing it in the queue to get in the halls at Ultimate Dubs back in March this year. The 'charger suits the looks of the 24v, too, the silver casing matching the inlet perfectly and making it look almost factory. They may not be capable of producing the same kind of power on VR engines as turbos do but in terms of ease of fitment and looks, they're a lot simpler to deal with.

The rest of the car follows the same simple approach as under the bay. G60 arches adorn the wings, a Rallye front sits at the sharp end and a US rear plate tub sits out back. "It's funny, most people don't notice the Rallye front end as it's so similar to the Jetta one," TJ smiled. "It catches people out when they really look at the car; I love it."

Inside TJ's stuck to his 'keep it simple stupid' guns and not done anything that would detract from the classically-styled exterior, just the way it should be in our books. US-spec Mk2 Recaros were drafted in to replace the Jetta's stock perches but before he could get them bolted



“
THE INTERIOR WAS
THE HARDEST
PART OF THE BUILD
”



down, TJ had to decide on what to do with them. “Honestly, the interior was the hardest part of the build,” he explained. “Choosing what materials to go for and what design to have was torture, I genuinely lost sleep over it! I drew up so many different ideas over and over again until I finally decided on what to go for.” Looking at the interior now we’ve got to say TJ’s lack of sleep was a small price to pay as the US-spec seats look fantastic in grey leather with a strip of grey Alcantara with a diamond pattern in stitching breaking them up for a really cool look.

Finally, there’s the wheels and, well, they’re pretty special. “The wheels were made by Image for the Jaguar BTCC car. Supposedly there were only two sets ever made and half of the other set has been destroyed, so you could say they’re more than rare,” he smiled. “I used to love them on the old Jaguar BTCC cars and then I spotted them on a Jetta at Edition 38 a few years ago. I told the guy to message me if he ever sold them. As it turned out his mate got in

front of me but once he was done with them he sold them to me.” Redrilled to 4x100 and measuring in at 9x16” ET24 with the centres finished grey and the dishes polished, they’re awesome looking wheels and quite possibly our favourite part of the whole car. However, despite their rarity, TJ has actually sold the wheels since the photoshoot. Why? “I simply fancied a change to something a bit more showy,” he explained. “The car is now on 17” BBS RSs and I have Porsche four-pots and 312mm S3 discs waiting to go on, so I needed the bigger wheels for those, too.”

There have been a few more subtle changes since the shoot, too, including a new steering wheel, although Gethin has a plan for the car and it involves a turbocharger, which isn’t quite as subtle! “I’d like to paint it again and do more interior bits and eventually go Syncro with big power,” TJ smiled. “I’m not sure if it’ll ever be really finished; they never are, though, are they?” ●





www.autofinesse.co.uk

TAKE FIVE

Did you know we produce five great magazines?
We do, and they look something like this...



Not heard of *PVW*? Where have you been hiding for the last ten years? Check yo'self and pick up an issue now, 100% Dub fix guaranteed. Scene points not necessary.

www.performancevwmag.com



From exclusive first drives to in-depth features, buying guides and road tests *BMWcar* covers all aspects of owning and enjoying the Ultimate Driving Machine.

www.bmwcar magazine.com



Dedicated to Stuttgart's finest, *GT Porsche* is the monthly magazine which satisfies the demands of each and every Porsche owner, fan and enthusiast.

www.gtpurelyporsche.com



The UK's best-selling performance Japanese tuning magazine. From mega-power Skylines to tiny Kei car tearaways, *Banzai* is full of Far Eastern promise.

www.banzaimagazine.com



From supercar-beating M3s to exquisitely styled 2002s, get your fix of modified Munich metal in the UK's best-selling performance BMW mag

www.performancebmwmag.com



Whizz-kidz
move a life forward

← Whizzy's shell coming along nicely →

Jardine Motors Group – Restoration Project Update

Jardine Motors Group are whizzing along to get 'Whizzy' back on four wheels.



Jardine Motors Group are making good progress in their restoration of a classic Volkswagen 1972 Dry State California camper van in aid of the charity Whizz-Kidz.

Whizz-Kidz provide mobility equipment for disabled children, giving them more fun and active childhoods.

Over the last few weeks the team have been working on the car shell's interior and we are starting to see a big difference from when Whizzy first arrived with us. All panels have been smoothed and prepped for the paint shop and we're looking forward to putting some colour back into Whizzy, who is well on the road to recovery!

The next step is for the teams at Letchworth and Loughton Volkswagen to add all the interior components. When the camper van is complete, it will be auctioned off, with all proceeds going to help Whizz-Kidz.

If you would like to place a bid on Whizzy, please contact us on marketing@volkswagen.jardinemotors.co.uk.



Lancaster Volkswagen Aylesbury
Bicester Road, Aylesbury,
Buckinghamshire HP19 8AL
Tel: 01296 536 117
f /lancastervolkswagenaylesbury

Lancaster Volkswagen Harlow
River Way, Harlow, Essex CM20 2SN
Tel: 01279 930 500
f /harlowvolkswagen

Lancaster Volkswagen Letchworth
Works Road, Letchworth,
Hertfordshire SG6 1JZ
Tel: 01462 378 485
f /lancastervolkswagenlethworth

Lancaster Volkswagen Loughton
Langston Road, Loughton, Essex IG10 3TQ
Tel: 020 3199 5242
f /volkswagenloughton

Lancaster Volkswagen Milton Keynes
Greyfriars Court, Kingston, Milton Keynes,
Buckinghamshire MK10 0BN
Tel: 01908 806 708
f /lancastervolkswagenmiltonkeynes

Lancaster Volkswagen St Albans
Alban Park, Hatfield Road, St Albans,
Hertfordshire AL4 0JJ
Tel: 01727 542 365
f /stalbanvolkswagen

Wayside Volkswagen Towcester
A5 Roundabout, Greens Norton Road,
Towcester, Northamptonshire NN12 8QE
Tel: 01327 579 604
f /lancastervolkswagentowcester



Das Auto.

www.jardinemotors.co.uk/volkswagen

TAYLOR MADE

From just a bit of weekend fun to out-and-out show winner in the space of just one year, George Taylor shows us how to take an unusual project and run with it...





"I WAS IN SHOCK AT HOW WELL IT WENT DOWN. IT FEELS GREAT TO BUILD A CAR TO HOW YOU WANT IT AND EVERYONE LOVE IT"



"I bought it because I wanted an unusual car for the weekends," George Taylor started off. "I was fed up with driving a van all week and I wanted something that would make people ask why the bloody hell I had bought it!" he laughed. But before we get in to how George ended up behind the wheel of a Derby, an unusual car even by old Veedub standards, let's get a bit of background first: "I've always been a fan of the older VW and Audi stuff, they just have so much character and get so much attention whether you're at a show or just driving around," he smiled. "I grew up around cars and my dad was in to his classics too, I had my nappy changed on the spoiler of an Escort Cosworth when I was a baby apparently. I think I was always destined to be a car person."

After cutting his motoring teeth in a 1.4-litre Lupo (complete with some rattle canned wheels and a dubious chequered stripe across the roof) and then a few random cars that didn't stick



around long enough to be interesting, George was finally able to get his hands on something older that could be both a project and a weekend toy at the same time. "I was looking at all sorts of cars and then came across the Derby for sale on the Splitter Scuffers page on Facebook just over a year ago. I'd never seen one before in the metal, I instantly wanted it."

The Derby wasn't in bad condition at all when George picked it up thanks to one of the previous owners carrying out a restoration on it about a decade ago, although as you would expect from a car with this many years under its wheels, it was starting to show its age in places. But most importantly, there was no major rust to deal with; an enthusiasm-drainer when it comes to a new project if ever there was one.

Soon after getting hold of the Derby, George went over to a local VW meet to show off his new purchase and got talking to a guy that would soon become a close friend, Ryan Dealing. Ryan invited George to the All Types

show in North Wales and, as George puts it, it was at All Types that the bug really bit!

After a few more shows and a few more friends made, he made the decision to take the Derby off the road and start making it his own. "I'd seen loads of Mk1 Golfs with smooth bays and Victor Marshal's incredible Derby was a big inspiration to me too so I had an idea of what I wanted to do to it," George explained. "Mainly though I wanted it to be different to the other Derbys out there."

George set about stripping the car down and then jumped right in at the deep end and started getting the bay to look its best. Mark Hughes (who had done the resto work on the car about a decade back) had already tidied up the bay but George wanted something show-worthy and so got stuck in. "I was lucky as the car came with the 1.3-litre Mk2 Polo engine and five-speed gearbox already in, which saved me a job from the get-go," George explained. "Funnily enough, I did an apprenticeship in forklift engineering and

the company I used to work for used the same engine that's in the Derby in their gas forklifts, so I already learnt them inside out! They're one of my favourite engines, they're so reliable and so simple to fix too."

The Derby lost its heater matrix, the screen wash bottle and battery went to the boot and the fuse box was tucked away too. The firewall was then smoothed off and the rest of the bay was cleaned up before the little 1300cc motor was dropped back in. George had already rebuilt the engine but to really finish the bay off, a set of CBR600 bike carbs were bolted on. "It's only running 80-90bhp but it's such a sweet little engine. It's been perfectly reliable and it pulls nicely too considering how small it is," George smiled, "I think it's the perfect engine for the Polo and Derby really."

Strangely, George here is one of the rare people that's taken on a smooth bay project and not completely hated the process! Regular readers will know how many people say 'never

DUB DETAILS

ENGINE: 1.3-litre engine from a Mk2 Polo, 085 five-speed gearbox, CBR600 bike carb system

CHASSIS: 13" three-piece split-rims with magnesium centres, Image 5.5" barrels with 1.5" Image lips (rear) and 1" Image lips (front) ET0, Michelin Compact 145/60/13 and Nankang 165/50/13 front and rear respectively, front custom front coilovers and Mk1 Golf rear coilovers

EXTERIOR: Fully resprayed in Nissan Figaro Lapis grey paint, early-spec chrome bumpers and early-spec grille and head lights, Mk1 Golf splitter, chrome window trims

INTERIOR: Porsche Tombstones and standard rears trimmed in Mk1 Golf Campaign trim, late-spec wooden dash, Mk2 Polo clocks, Nardi steering wheel, original Motorola stereo

SHOUT: I'd like to thank Obsessive detail for the great cleaning products, Adam Walker (AJ Walker Photography) for all the great shoots we've been on, the Mk1 Polo, Derby and Audi 50 Facebook pages for all the help the lads and ladies on there gave me, Mark Hughes for building a solid car ten years ago and all the help during my rebuild, everyone that's been a part of the build I thank you and finally, the guys at PVW for the feature – cheers lads!



again' when talking about smoothing a bay but George hasn't been put off at all. "I would definitely do a smooth bay again, it's the part of the car that shows how clean you keep it," he explained. "A smooth bay finishes everything off in my eyes, and you never get bored of people pointing talking about how clean it is which I really like," he added.

With the bay ticked off, next came paint and George decided to do something pretty different and rather than select a safe OEM shade, decided to go for something pretty left-field: Lapis grey from the Nissan Figaro.

"The hardest part of the whole thing was simply finding parts for it," George explained. "Even when you look on the European parts sites it's such a rare car these days finding bits and pieces for it is really difficult. For example, it took me ten months to find the numberplate light for the bigger chrome bumpers, even finding the early-spec bumpers in Belgium and

the matching early grille and lights took an age."

The rest of the bodywork is as VW intended way back when, except for the Japanese colour of course but while that came from an usual source, it suits the little VW's lines perfectly. "There isn't much you can get for Derbys other than splitters and Kamei kits, neither of which suited the subtle and classic look I was going for," he said. "I do wish I'd widened the arches a little though but maybe that will come later."

You would think that when getting a Derby, or the equivalent Polo for that matter, sitting low would be as simple as it is with a Golf but, as anyone who has owned one before will know, that's far from the case: "For starters, you can't get a coilover setup for the front end off-the-shelf because the front struts are welded to the hubs," he explained. "But also, they make your wheels stick out wider than they should which was really frustrating when it came to getting the wheels sitting right." Luckily, the previous

owner who had carried out the restoration had the front coilovers made for the car and found a matching set of Mk1 Golf units for the rear, although our man says he's thinking of fitting air to it. "For comfort more than anything," he smiled. "My back is killing after a year of bouncing around in it on coilovers."

Choosing wheels is never an easy task for any car but for a little car like the Derby, it's even harder. Nobody is turning out small wheels in cast form any more and 13" splits don't come up on the classifieds all that often, unless you want wheels that are as wide as they are tall from a racing car it seems. "I got pretty lucky with the wheels," George explained. "I was shown them by the previous owner's brother when I went to buy the car and I just loved them. I had a search around when it came to buy wheels for it but I knew my heart was set on them so I bought them." The three-piece Ronal splits certainly look awesome under the Derby's



Mk2 Polo's 1.3-litre engine is the perfect choice for the Derby and CBR600 bike carbs add both noise and power and look the part too







little arches, especially with the centres colour-coded to its bodywork and the flat dishes polished up nicely. "They suit the car perfectly. I don't think there will ever be another set that suit the car as well as these do," George said, "that's why I'll stick with these but just change them up a bit one day. Maybe face mount or step them up to a bigger size, we'll see..."

Speaking of things that perfectly suit the Derby, peek inside and you'll find a pair of Porsche Tombstone front seats that have been retimed in Mk1 Golf Campaign trim. They pair wonderfully with the Derby's original interior, as do the late-spec wooden dash and the Nardi steering wheel.

"I've been overwhelmed by people's reactions to the car," George smiled. "At my first show at

Stanford Hall I was on the Air Monkeys VWs club stand and it had a circle of people around it all day," he remembered. "I was in shock at how well it went down. It feels great to build a car to how you want it and everyone love it."

In fact, George seems to have nothing but happy memories from his time building the Derby. "I've loved every minute of it and the people I've met along the way have been great. There have been times when people I've only known for a few weeks are at my house helping me get the car ready for shows. The Mk1 Polo, Derby and Audi 50 Facebook pages are fantastic. A lot of the people on there have gone well out of their way to help me out, it's been fantastic. It was stressful at times but that's part of the fun in the end I reckon," he continued. "If I

was to do it all over again I would do it a lot slower. I'm still shattered from the late nights on the car and long days in work to afford it."

So, what's next for George and his Derby? Well, as we go to print, we hear the Derby is for sale. If it's still available, you will see the advert on George's Facebook page and across the various groups too. If not, we're afraid you're too late to get a chance at owning one of the finest Derbys around. "I'm not entirely sure what car I'll get next. I've got a few ideas in mind. I kind of fancy a Hillman Superminx, something a bit unusual and cool," he mused. "But I think I'll go for a VW Type 3 notchback, or maybe a rat rod type of thing, we'll see..." If his next project is half as good as his awesome Derby here, we'll definitely be interested ●





SCORPION // VW Golf R

SCORPION GOLF R EXHAUST UPGRADE COMPRISES TURBO DOWNPIPE AND HALF SYSTEM, WITH A CHOICE OF TWO TAILPIPE TRIM OPTIONS - THE 'EVO' FOR A MORE O.E. LOOK, OR THE WIDER BORED 'DAYTONA' (PICTURED).



THE ORIGINAL

The Original, and still the best.

In 1976, Volkswagen introduced the Golf GTI, widely regarded the first 'hot hatch', and one of the most modified cars in history.

Today's hatches may be even hotter but Volkswagen still rules; with the thrilling new Golf R defined by the same irresistible mix of near supercar performance and super-dynamic handling as the original.

Your desire to take Golf's performance to the very limits hasn't changed either; and thankfully neither has Scorpion's ability to deliver with this breathtaking NEW Golf R exhaust upgrade.

If only everything in life was as reliable as the performance gains you get when running on Red Power.



FIND YOUR NEAREST DEALER AT: WWW.SCORPION-EXHAUSTS.COM



STAY CONNECTED TO RED POWER.





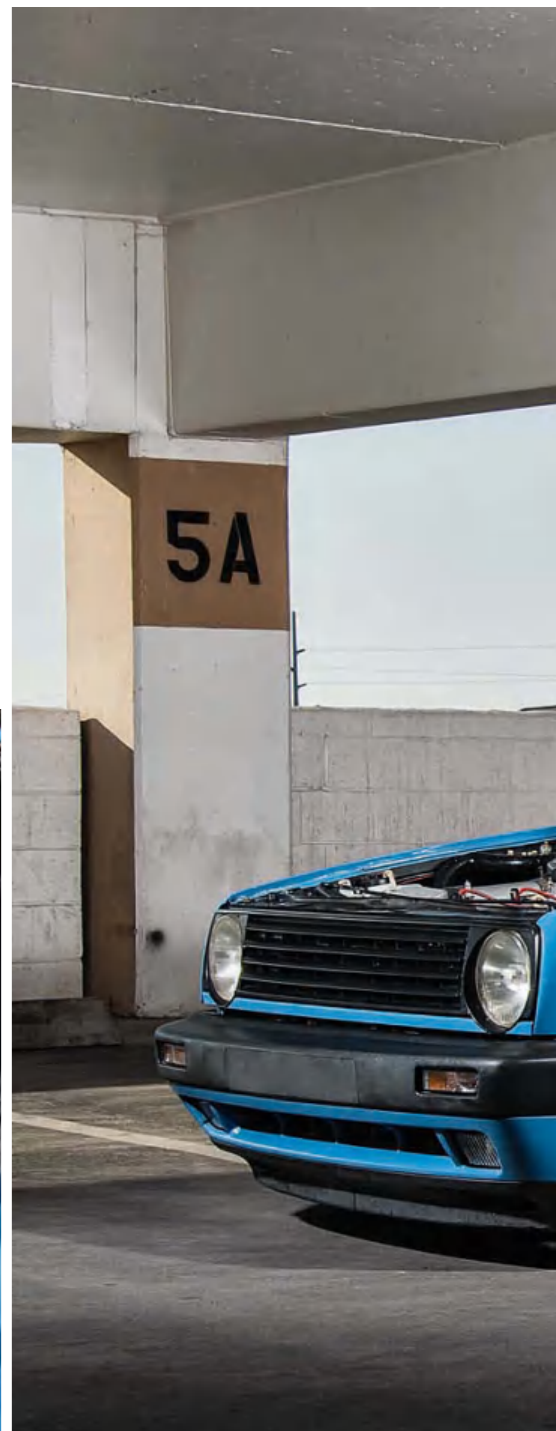
A blue classic car is driving on a paved road. The camera angle is from the front of the car, looking down at the engine and the road ahead. The engine is a V8, and the car's body is a vibrant blue. The road is asphalt and stretches into the distance. In the background, there are some buildings and trees. The overall scene is dynamic and captures the essence of classic car driving.

HALL OF FAME

Five years ago Kevin Antaki took the cover of our *American All Stars* issue with one of the best US Mk2s of all time. Today he's switched things up a bit...

Words: Tony Saggu
Photos: Viktor Benyl

“
I GET A THRILL FROM MAKING
THINGS WORK THAT
AREN'T SUPPOSED TO
”





I've always thought there should be a VW gearhead hall of fame. If rock 'n' roll and baseball can have them, then why not car builders, too? A place where real creativity, talent and skill can be recognised and applauded by like-minded and gifted peers. A proper place, with prestige and class, maybe in one of those avant-garde weird-shaped glass buildings somewhere exclusive with halls of wicked cars on display behind ropes on marble floors. Once a year notable car crafters and builders could turn up in their glad rags, share a few brews and give out a polished pot or three to people who have demonstrated that they knew the score as far as the Dub modding game goes.

It's not a bad idea, really. Although once you start thinking about it, picking 'hall of famers' might not be that easy. A few would be no-brainers, for sure: the big Dutchman; that lad Bynum; Uncle Steve... no issues there. But once you start expanding the list, things get tougher. There have been plenty of short-lived, one-hit wonders; flashes in the pan whose fame was as

fleeting as the reliability record of the average Renault; well-meaning bods who are still rocking Shocker stickers and cruising it Gangnam style. The hall of fame would salute genuine staying power, people who have reinvented the game and come back time after time to knock our socks off with creations that demand we look on in awe.

When they start looking for names to honour and cars to slap ribbons on, you can be damn sure Kevin Antaki will get an invite in the post. People in the know, especially those in the US of A, need no introduction to the Northern California custom car builder and Mk2 magician. When it comes to GBH on the second generation chassis, Kevin's got form... and function.

Way back in the Nineties, when even PVW was in short trousers, Kevin had already started cutting up cars. By his mid-teens he'd discovered the Mk2 platform and by 22 he had already had a hand in building string of show winners and magazine cover cars. "My parents always had Volkswagens so I was literally born into the Dub family," revealed Kevin. "My first car was a VW

and it became a real test-bed for all my crazy experiments in seeing how far I could go modifying cars." First cars are always a bit of an awkward proposition. We've all been there; you want to personalise things a bit but most of us are pretty clueless at that stage. To give you an idea of where Kevin was on the learning curve, while most of us were experimenting with magic trees and bumper stickers, the NorCal native had already sliced up his '89 GTI, thrown in an AWD system, transplanted in a VR6 and strapped on a huge turbo. "I tried a few engine swaps on that car," he recalled. "A 16-valve turbo, an NA VR6, then the turbo. It ended up getting a full mid-mounted VR and rear-wheel drive conversion before I tore it down for a bigger horsepower VR motor and went back to front-engine, front-wheel drive again.

"It's not so much the finished product with me. I mean I love owning and driving a polished show-and-go car as much as the next guy but the challenge of designing and building the thing is where I really get my kicks. I get a thrill from



making things work that aren't supposed to." Being one of the most talented Dub doctors on the West Coast in recent years, it was no surprise that Kevin would eventually wind up spinning spanners at Tomas Sport Tuning, the Northern California speed and style merchant which has bolted together some of the finest VW custom cars to ever come out of the West Coast... or the whole US for that matter. "Working with Tim Tomas and the guys really helped me get into the VW show scene and made me raise my game," Kevin told us. "It was a very creative environment where extreme builds were the norm; nothing was impossible, you know. I learnt a lot there, for sure."

Aside from working full-time on customer cars at TST Kevin found time to build a few trophy-taking projects of his own, most notably a killer Chrysler blue 24v Mk2 GTI cover car for himself (PVW 10/2010), followed up by a achingly beautiful pristine purple pearl GTI for his wife (PVW 12/2013). The duo of second generation Dubs remain among the very best modified VWs

built in the States to date. "I've always liked the Mk2 platform," explained Kevin. "My buddy Robby and I always tinkered with our Mk2s in high school. We always browsed the Mk2 forums on VWvortex during our computer class, where cars that were stripped to a bare shell and built up from the ground impressed us the most. Ben Hobson's 'Green Bean' stood out, along with Dubgrey and Lumpya2 – real inspirational stuff."

Bare shell builds obviously left a lasting impression on our man as both of Kevin's autos were ground-up projects. Kim Antaki's magenta masterpiece is still showing them how it's done on the 'left coast', the blue-hued 'Two', however, got a little makeover... "I just couldn't leave well enough alone," laughed Kevin. "Taking a PVW cover car and cutting it up and stripping it took some serious bravery... or maybe it was serious stupidity, I don't know but I couldn't help myself."

So here we are, some five years after gracing the pages of the world's best selling VW tuning mag, a car that was pretty well perfect to start

with reappears, totally rethought, rebuilt and ready to leave us reeling all over again.

To recap the story for those of you who missed the first episode, the humble hatchback (a 1990 eight-valve GTI) was bought back in 2007, a half-stripped \$500 Craigslist buy which was to be a clothes horse for a treasure trove of rare retro Dub parts Kevin had been hoarding. The 'mild' daily driver build turned into a total restoration with a 24-valve VR, shaved bay, air-ride suspension, Corrado dash, Rallye lights, Happich pop-outs, deep-dish RSs... basically all that and a bag of chips. Trophies were won, jaws were dropped and the competition was well and truly schooled.

Fast-forward a few years and Kevin had the itch to tinker with the car a little more. A few ideas had been floating around in his head for a while and the time to experiment seemed right. There seemed to be no real point in finding another beaten up Mk2 which, no doubt, he would have to restore before he could try out his reengineering schemes; in fact, the perfect



500bhp 12v VRT sits longitudinally on a custom space-frame front end and is hooked up to an Audi B3 Quattro drivetrain to drive all four wheels or, with the front axles popped out, just the rears

DUB DETAILS

ENGINE: 1996 12v VR6 engine, low compression headspacer, GT30R turbo, Schimmel Performance cams, 500hp. Audi Quattro drivetrain, 01E transmission, Eurospec/034 billet clutch cover with single disk
CHASSIS: Half tube chassis, full drivetrain/suspension from B3 Audi, taller centre exhaust tunnel from a B5 Audi, custom sheet metal in the trunk to make room for the rear drivetrain, custom coilovers, 8.5x15" BBS RS split-rims

EXTERIOR: Shaved fender lights, frenched rear hatch, resprayed 'Smurf blue'

INTERIOR: Corrado dashboard, Momo steering wheel, Sparco Pro2000 front seats, Mk3 rear seats

STEREO: Basic aftermarket head unit

SHOUT: First and foremost my wife for supporting me all along the way and by participating with a car of her own. All the knowledge and experience from working at Tomas Sport Tuning has been priceless in building this car. Panel Craft in Berkeley, CA for the great bodywork and paint. All of my friends from #TeamClappedOut – we drive our cars until the wheels fall off!



candidate was already sitting in the family garage. Thus 'the Smurf version 2.0' was born!

"I've consolidated a lot of ideas and parts from the original '89 Mk2 mule I had put together years ago into this car," explained Kevin. "The car is on its second revision now with the half-tube chassis and the AWD swap. I sacrificed my '89 GTI by cutting it up and taking the AWD setup out and using it on this one. I took all the parts and made precise cuts and structural reinforcements to allow an Audi Quattro drivetrain to be installed." Kevin makes the whole thing sound a little too easy, but he reckons years of hands-on messing with the Mk2 chassis made a lot of the heavy lifting almost second nature. "I sold the 24v drivetrain to accept the 500hp 12 VR6 turbo lump from my '89 GTI," he told us. "I chose to go with a longitudinal AWD setup from a B3 Audi Quattro. They are easy and cheap enough to get and I know my way around the mechanics pretty well now. All of the subframes, control arms, steering rack and struts were transferred over





It's pretty hard to believe that this is the same car that took the cover of our American All Stars issue (PVW 10/2010)

from a 1988 Audi 90. The transmission is a 01E unit that was imported from a European A6 V6 TDI. A factory Passat VR5 4motion bellhousing and adapter are used to mate the engine and transmission." The parts may be familiar VW/Audi fare, but almost everything around them is custom fabricated with workmanship the factory boys would envy. "With the drivetrain laid out on the garage floor, I took measurements of all the suspension locating points so that I could build the tube chassis in front and custom sheet metal in the rear," recalled Kevin. "A custom driveshaft was made to compensate for the shorter wheelbase but the track width and CV axles remained the same as a stock Audi B3."

Because taking a multitude of parts from a variety of vehicles and custom engineering them to fit (and work) in a chassis built from scratch was just far too easy; Kevin reengineered the bits because, well let's face it, he could! "The rear differential has a vacuum controlled lock actuator that I can control from the dashboard. A

spare centre torsion differential has been welded solid, which allows me to remove the front CV axles, thus converting the car to RWD. Although I usually have all of the CV axles installed so the car has traction, I've been known to revert to RWD and put on a show for the crowd."

The suspension is, of course, all custom-made, too. "I made custom coilovers out of the stock strut housings, which are one-piece units that house the wheel bearings," explained Kevin. "I shortened the shock tubes and had custom shortened shocks made by Koni. A set of threaded collars went over the shock tubes with universal springs supporting the car. I integrated a set of Ground Control camber plates into the tube chassis so that I could really tune the way the car handles and drives."

The 8.5x15" BBS RS rollers have been retained from the original build, although they have been revamped. "I had them redrilled to 4x108 to bolt onto the newly installed Audi hubs," revealed Kevin.

The focus of the car is undoubtedly the extreme mechanics under the skin. The design and execution of the driveline is exceptional in both ingenuity and craftsmanship although the exterior is no plain wrapper either. The car started off as a polished show winner and that hasn't changed despite the severe slicing and dicing. Certainly its character is more thorn than rose but this is no duct tape and zip-tie track rat. Panel Craft in Berkeley, California was entrusted with (once again) handling the bodywork and paint. Having pretty well restored the car only a few years before its job was a breeze this time around. "The colour was picked from a book of colour samples," Kevin told us. "We call it 'Smurf blue'. I've never seen another car on the road with the same colour."

This is one Mk2 that refuses to blend into the background and it's clearly built by an enthusiast with a magnificent talent. Kevin's crazy and his motor's mad; both have our vote for the VW hall of fame ●

Bigger is Better

2.0 TFSI K03/K04 Oversize High Flow Intake Kit

1032 cm² surface
area filter

Manifold
Heatshield



90mm Inlet
diameter

OEM Mounted
2 piece Heatshield

UK £209 inc shipping - USA \$325 inc shipping - EUROPE €285 inc shipping



Panel Filters
RRP £29.99



1.8T Intake Induction
Kit Only £84.99

RAMAIR

Order Now @

ramair-filters.co.uk
+44(0)1980 635300



TUNING 01782 563 703

Forge

MOTORSPORT



PCV Delete Plate - 2.0 TFSI

POWERFLEX

[illegible]

VOLKSWAGEN
Racing



Intake System R600 - All MQB
Golf 7 R, GTI etc

www.psituning.com

Performance VW







Performance VW





Performance Exhausts...
...Driven to be Better



- ♥ Over 40 Years Experience in Designing Sports Exhausts
- ♥ Cutting Edge Engineering Technology
- ♥ T304 Stainless Steel & TIG Welded Systems

COBRASPORT.COM // +44 (0) 114 244 7123



MADE IN SHEFFIELD

T TRIMSPORT® AND **fifteen32** PRESENTS



UK STOCK: CAST **TURBOMAC** CAST **TARMAC** NOW LANDED

W www.trimsport.co.uk ✉ info@trimsport.co.uk f TrimSportUK i TrimSport

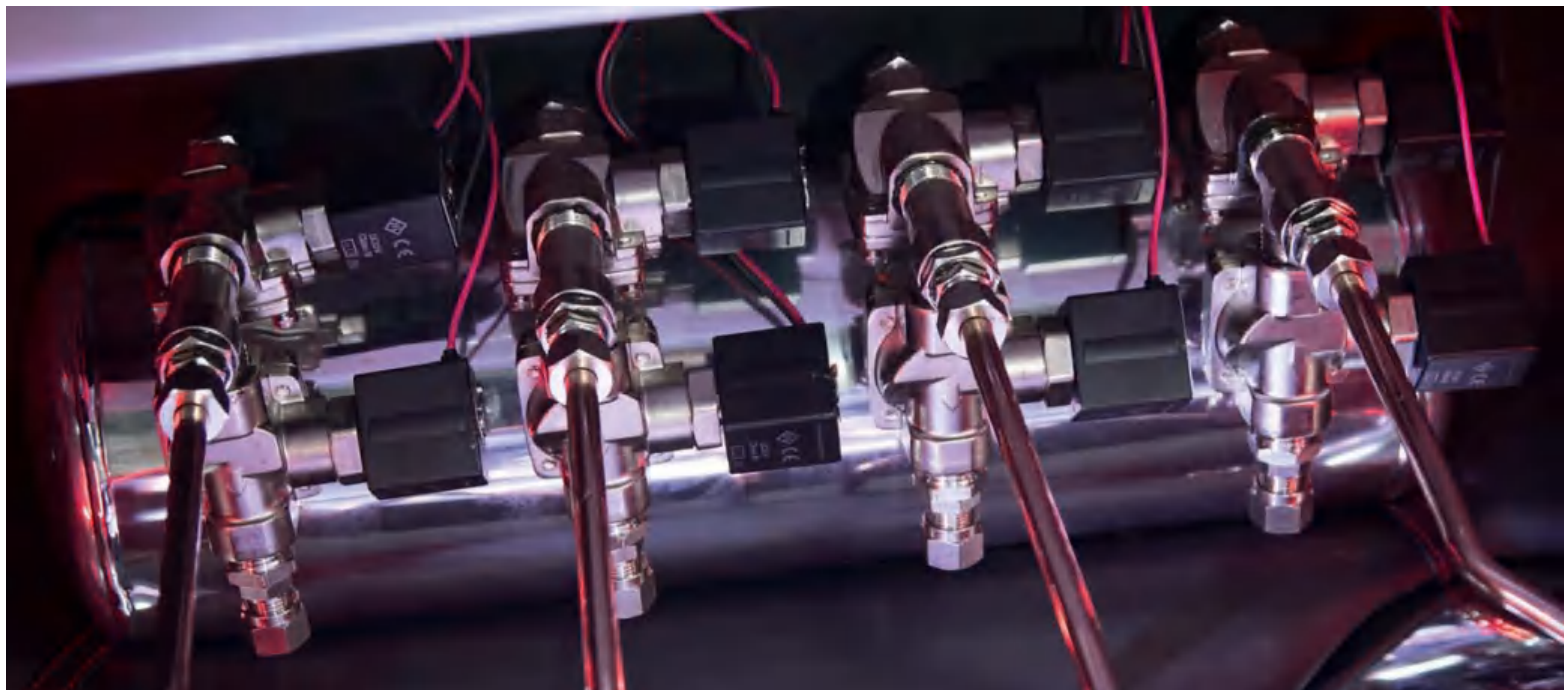
Design RMC is *the* place to go in Ireland if you want air-ride. This Audi A5 demonstrates why...

Words: Louise Woodhams Photos: Steve McCann

LIVIN', THE LOW LIFE







“
WE WANTED SOMETHING THAT
WOULD STAND OUT
BUT STILL LOOK CLASSY
”



If you live in Ireland and you love your stanced cars, the chances are you'll already have heard of Design RMC as it's one of the first companies in the country to offer one-stop air-ride installs. The man behind the air-ride revolution, which is based out of Lisburn, Northern Ireland, is 26-year-old entrepreneur Ryan McCall. Design RMC is actually a second occupation for Ryan.

He decided to start his own company four years ago after seeing a gap in the market. Up until this point most Irish Dubbers had to travel to England for a high-end air-ride install. The opportunity came about with the build of his Mk6 GTD, when he was fortunate enough to work alongside an air-ride company based in the UK.

"Fortunately they saw how passionate I was and said they would help me out with a kit for my car if I promoted them at shows and on forums, passing any potential customer leads onto them," Ryan explains. "Getting this chance to do my own twist on the scene was amazing. We fitted a full Air Lift XL Slam system with an Autopilot V2 management system and dual 380cc compressors. As this was my first project, it was huge task but it was great to learn how it all went together and operated."

Ryan passed on quite a bit of business to the company and after a short while started to see the rise in demand within Ireland for air-ride suspension, so much so that a little over a year later motions were put in place to start his own small business called Design RMC. He got in touch with Air Lift Performance in the States,

which was very interested in what he wanted to achieve. Following a short establishment period Air Lift made Design RMC its official Irish dealer.

To showcase what his new company could do, Ryan decided to build a show car. His love for VAG cars started in college and the brand is more than a car manufacturer to him, it's a lifestyle. Most of his friends are from the VW and Audi scene and tour the show circuit together, so there was no question in his mind that his demo vehicle would be wearing one of the two badges.

"Ever since it was released, I wanted an Audi A5," Ryan reveals. "Unfortunately it is an expensive car and it wasn't until last year that it was financially viable for me to own one. As you can imagine when I got the opportunity to own not only an A5 but the 3.0-litre TDI diesel – the quickest TDI in the range – I jumped at the chance," explained Ryan.

The A5 was bought in October 2014 from a used car dealer in Belfast. It was in good condition for a daily driver but wasn't given as much TLC as a typical car lover would lavish on it. The paintwork had never been touched and the interior was worn in a few parts. Once in Ryan's hands, however, all that would change. Unfortunately November to January is Design RMC's busiest time of year with people eager to get their cars ready for show season, so all Ryan and his team could do was stockpile parts. Come the start of February, they had just six weeks to get the car ready for its big reveal at Dubshed 2015 – a two-day VAG dedicated

event and the biggest of its type in Ireland. That really didn't leave much time to create a project that would need to impress over 10,000 people.

The first job was the custom boot install in collaboration with vehicle audio specialist Top Secret Evolution, as Ryan knew that this would be the most time-consuming part of the project due to the large fibreglass curved mould that he wanted. As well as incorporating the air-ride components (including eight half-inch nickel-plated Air Lift solenoids, three 2.5-gallon tanks and three 480cc compressors), it also had to house an Alpine four-channel amp and 10" Type G sub. "There was constant liaison between us and Top Secret Evolution as the build progressed, starting with the audio and then installing the air-ride management. After many late nights and a lot of pizza, we were finally ready to move on to the next part of the build," recalls Ryan.

At this point it was only two-and-a-half-weeks until the show so without any delay the Audi was left in the very capable hands of exhaust fabrication specialist Street Racer. "The A5's 3.0-litre V6 TDI is a great sounding engine as standard but with an upgraded exhaust it can turn into a completely different car, both in performance and in sound. After speaking with the owner and telling him about our project and what we wanted to achieve, he was very excited to help us," says Ryan. To that end Street Racer provided a stainless steel 2.5-inch bore exhaust from the cat back, eliminating all boxes and





“
THEY ALL JUMP BACK IN
AMAZEMENT WHEN
I LOWER IT FROM MY MOBILE
”

finally ending in a slashed Porsche tailpipe. Together with a remap and removal of the EGR valve the car now has 270bhp.

From there it went to Slicker Stickers for the next ten days for the vinyl wrap to be applied. "Silver cars are just so boring. We wanted something that would capture the imagination of people and stand out but still look classy in keeping with Audi's styling. We eventually decided on matt metallic red."

Meanwhile, plans were put in place for the rolling stock and Design RMC was approached by two companies that wanted to work with them: Tyre Safety Centre (local to Design RMC in Cookstown) and Ispiri Wheels. Ispiri's concave ISR8 is a modern, open, multi-spoke design with detailed machined edges which make them appear visually bigger than they actually are. They're the perfect choice and size (10.5x20") for this Audi.

With the car back from having its exterior transformation, Ryan had five days to get it to show standard. "That was by far the hardest part of the journey, trimming and tweaking the boot build and working alongside Kleen Freaks to get it detailed. We finally completed it at 5.00am on the day of the show, which just left us enough time for a short nap before we left for Dubshed three-and-a-half-hours later!"

After all that hard work, we're intrigued to find out what people's reactions were to the car at the big reveal. "Honestly, I could not have asked for a better response," replies Ryan. "People loved it. In Ireland I was able to bring something different to the scene that stood out and caught everyone's attention. That's why I chose the colour I did. It was described to me by a member of the public as having a 'Marmite effect' – luckily the majority of the show-goers erred on the side of loving it."

"It's definitely served its purpose. The car has helped promote Design RMC's reputation and at shows people can't walk past it without having a good look around and asking the team about it. This car was designed, planned and built to show people what we are capable of producing and what is able to be done with a car using air suspension. It has done that and much more. It's only one of two kits around that let you adjust the suspension at the touch of a button on your iPhone or iPad. Whenever we demonstrate it we have a crowd of two or three people deep around the boot. They all jump back in amazement and awe when I lower it from my mobile, standing a few metres away."

Since Ryan started Design RMC, a few other air suspension suppliers have popped up in Northern Ireland but as the country's leading specialist, we suspect that this is only the beginning for him. Arriving at the dawn of a new chapter in car tuning in Ireland, Ryan has turned his passion into a career and, in turn, is helping a nation of car modifiers to benefit from the convenience of air suspension without having to cross the water. Of course, a kit like the one showcased here is a highly bespoke and complicated setup, costing around £5000, but Design RMC has a lot more affordable alternatives. If you'd like a free quote to fit your car with air suspension then email designrmmc@hotmail.com. We look forward to seeing what Ryan has in store for the A5 next year at the show and listening to the exciting journey that this evolving business will have taken him on ●



DUB DETAILS

ENGINE: 3.0-litre V6 TDI, full remap to 270bhp, EGR delete, longlife stainless steel 2.5" exhaust with Porsche tip

CHASSIS: 10.5x20" Ispiri ISR8 wheels, custom air-ride setup using eight 1/2" nickel plated Air Lift solenoids, three 2.5-gallon tanks, three 480cc compressors, Zaetech iPhone control box

EXTERIOR: 3M matt metallic red vinyl wrap, tinted windows

INTERIOR: Custom boot build with Alpine four-channel amp and 10" Type G sub

SHOUT: Mark at Tyre Safety Centre, Ryan at Ispiri wheels, Baron at Top Secret Evolution, Lee at Slicker Stickers, Andy at Street racer, Mike at Kleen Freaks, Debby at Air Lift Performance, Simon at Pentagon Glass Tech, and finally Gavin Black for all the help and many late nights working on the A5





QUANTUM44

LIFETIME
STRUCTURAL
Warranty



WWW.QUANTUM44.COM



QUANTUM44



INFO@QUANTUM44.COM



08437729709



S1



S2



S4



S5D

APR

Racingline

VOGTLAND®

INTEGRATED
ENGINEERING

LIQUI
MOLY



New German Performance

www.ngpracing.com



Made in
Germany



Das Fahrwerk!

Premium Quality Suspension Components



Nürburgring tested, Autobahn approved



Performance Lowering Springs



Coil Overs



Stabilizers/Anti Roll Bars



TRAK+ Wheel Spacers



Cup-Kit Suspensions

H&R Suspension components for more than 2000 different models



facebook.com/hr.dasfahrwerk

www.h-r.com

t 020 8782 2485 e uksales@h-r.com

Exclusively distributed in the UK by Euro Car Parts



TOP GHIA

Rating the Ghia as the 'most beautiful Karmann car ever' Susanne Dumbacher added her own 'modern old-school' style with satin paint, Jag splits and a custom car-inspired roof.

Words: Neil Hunt Photos: Patrick Hille



HR AUGSDORF



Trusty air-cooled motor was the first area to be tackled. Engine was initially overhauled with new gaskets



Even better than driving her Ghia on freshly-installed air-ride and with cool new split-rims, Susanne Dumbacher states that her favourite moment with her car was: "The very first drive home when I bought it. It felt so special and just so different to the way a new water-cooled VW project drives. I fell in love straight away. I adore the shape and curves of the design, made even better by the bumpers and the lights." That's the thing, it's not just about modifying your favourite VWs, it's so much about driving your dream for the very first time...

Despite having such a passion for her car and being surrounded by petrolhead mates it might surprise you that Susanne had no clear plan as to what she wanted her new baby to look like at first. All she knew was she wanted to put her own spin on it. "I was hoping we could get the car built in time for Wörthersee last year but as I only came across the car in August 2013, we only had one winter to make it all happen," she tells us. "The car was in really good overall condition with no serious rust issues and the (expensive) chrome bumpers were in really good condition. The first plan I made with my boyfriend Christian, was to overhaul the engine, adding all new gaskets, and then to try and track down all the missing parts, to start with. I use the internet a lot (that's how I found the car) and after a few months, I'd managed to find most of the interior parts that were missing, too, either at what we call 'Veterama' or online," says Susanne.

A lot of new chrome parts had to be found, too, as one of the previous owners had decided to try and modernise the Ghia, painting things like the wipers black or just removing

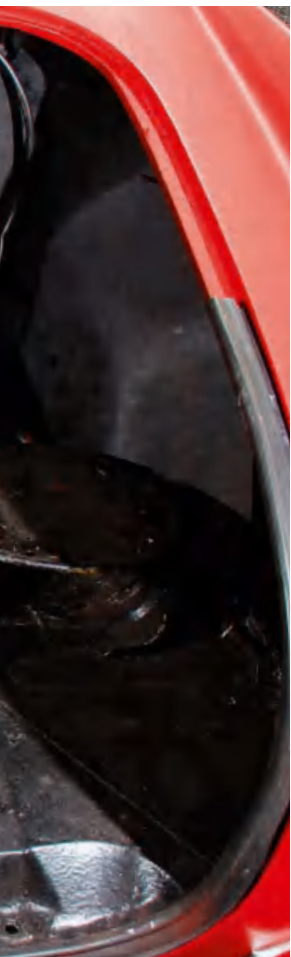
bits he thought looked too old-school. There was no way the black parts could return to chrome and still look nice, so new replacements were sourced.

Susanne talks of a carb rebuild in the same sentence as putting together a home-made air-ride system. Christian played a part here, too. "Everyone knows his car," smiles Susanne. "It's the slammed air-ride 964 C2 on black three-piece split Teledials. You know, the car that gets everyone talking. Personally, I think it's my favourite car in the VW/Audi scene right now, but then I'm biased! But if anyone could build an air-ride system for my Ghia, Christian could."

Having done a few systems, including on Susanne's other project (her 8J Audi TT) and many friends' cars, Christian started to build the system while the car was stripped for the interior work. There's no E-Level or cutting edge technology here, just good old switch-controlled bags, tanks and a compressor.

Thankfully, Susanne reports the bodywork was in really good condition and was already painted the satin red you see here. But that wasn't different enough for a girl who reckons the show scene is full of cars that all look very much the same. "I didn't want to add anything that would spoil the beautiful lines of the car, so we came up with the idea of creating a feature on the roof," she reveals. "We got the idea from old custom cars, and started by painting the roof beige. Another of our good friends, Oliver Kraus, (we call him 'The Showmaster') took up the challenge of making the idea a reality. We started by putting a floral curtain lace on it which we used as a template before painting it. We then finished the edges off in a contrasting pale purple floral border." Just like some people's





“ I DIDN'T WANT TO ADD ANYTHING
THAT WOULD SPOIL
THE BEAUTIFUL LINES OF THE CAR ”

Air-ride system is simple but effective. No E-level or digital control, just switches and compressors





DUB DETAILS

ENGINE: 1500cc air-cooled flat-four engine (40bhp)

CHASSIS: 5x17" Jaguar three-piece split-rim wheels with painted beige centres, polished dishes and stainless bolts. 165/35 tyres up front, 165/40 rears.

Home-made, manual switch-controlled air-ride system with twin air tanks in the boot

EXTERIOR: Factory bodywork finished in red satin paint. Roof painted beige with curtain lace stencil and flower detailing. All chrome renewed

INTERIOR: Retrimmed beige leather interior with red piping. New black carpet. Steering wheel, gear selector and heater controls painted beige. Underbonnet area trimmed to match interior

SHOUT: Boyfriend Christian, Rene Bunk, Annika Pechauf, Showmaster Oliver Kraus, Frank the Tank, Denny Hergt, all others of our MOS-Crew, Matthias Heinrich, Daniel Hussong, Saddlery David Jurisek, Pat for the photos, Company Bugwelder, Watercooled Customs, Low Familia

ink, you'll either love or hate the look of Susanne's Ghia.

"While the bodywork was being done, and with all the interior parts now there, we asked our friend David Jurisek to trim all the originally-vinyl interior parts in cream leather for us," continues Susanne. "That meant the seats, the doorcards and all the smaller bits like the handbrake and heater levers had to be painted to match. We kept the black carpet and some other dark features such as the dash and other trim just to break up the cream leather. Oh, and

for shows, we did a matching trim under the bonnet: not that you'll see it much."

The final way Susanne was going to truly put her stamp on the classic Ghia was to change the rims. Because the bodywork had mainly stayed the satin red she bought it with, Susanne knew her wheel choice would be critical to making her mark, as she explains: "From the start I wanted a three-piece design, especially as I loved Christian's murdered Porsche splits. Plus, crossing over influences from the water-cooled scene and applying them to an air-cooled VW

was fresh thinking. Having already publicly stated that I think too many show cars go for the 'safe' tried and tested wheel choices, we had to make sure we didn't go down the BBS route for our 'modern old-school' look. Plus their popularity means prices are out of my budget anyway. The answer came from a friend's Jaguar. We instantly knew these 17s would look cool with the little oval cut-outs in them and, even better, they only measured up at 5" wide, too. All we had to do was find a set and then get to work, making them good enough for the Ghia!"



Love it or hate it, you can't deny the custom roof design is unique

The rims were split apart and the outer dishes highly polished to almost look like chrome. The centres were done in a cream/beige to match the roof – in gloss to help keep the wheels clean – and to match the interior leather, too. Finally, Susanne topped them off with cool red Jaguar centre badges.

Despite Susanne claiming she had no

definitive plan for the Ghia when she first bought it, she's made all the elements work cohesively and we think it must be one of the best examples in Europe at the moment. Over the next year, Susanne plans to turn her attention to the only area she has yet to touch: the engine bay. We bet there'll be a mix of restoration, polishing and maybe some custom features like pin striping

going on in there if it follows the rest of the car. Susanne's careful modifications means the classic Karmann lines haven't been compromised and the combination of the matt red finish, the rare Jag splits and a truly class interior with just the right combination of custom and resto throughout means it appeals to air- and water-heads alike. This is one top Ghia ●



ALPINE STYLE

Premium Infotainment System for Audi A4 and A5

When Alpine decided to develop an infotainment system for Audi drivers, we had only one goal in mind: to create a high-end system that exceeds all the expectations Audi owners may have. The result is a premium infotainment system that perfectly integrates into the Audi A4 and A5 to bring the latest media compatibility, cutting-edge navigation technology and audiophile sound quality to your vehicle. All components are designed to fit perfectly in existing installation locations and integrate fully with the vehicle's electronic systems.

Perfect vehicle integration with premium components. Performance without compromise.

Welcome to Alpine Style.



ON TO THE NEXT

With a change of venue, tenth anniversary celebrations and sketchy weather, it's safe to say this year's Dustoff was a rollercoaster of emotions. But you can't keep a good show down and it's safe to say this was one of the best to date!

Words: Tom Whitaker

Photos: Tom Connors

It seems like just a few years ago that I attended the first New England Dustoff at Colt Park in Rhode Island. Back in 2005 it was a little GTG organised by a few members of local car club Ocean State Dubs; a bunch of cars, a BBQ and lots of good people hanging out at what would eventually end up as one of the biggest and best shows on the East Coast. Now here we are in 2015 and Dustoff is celebrating its tenth anniversary. How time flies! To celebrate its tenth year a few changes were made. As much as Seekonk Speedway was a great venue for the show, Dustoff has quickly begun to outgrow the space available at the track. With a usual crowd of over 500 show cars and upwards of 5000 people walking through the gates it was getting a bit tight. It seemed like the time was right for a bigger venue that could better accommodate the ever-growing crowds.

Enter Thompson Speedway Motorsports Park in Thompson, CT. Now, I know what you're thinking. Why move a show organised by a Rhode Island-based club even further from RI? The thing with Rhode Island is it's a great place but is also very small. So finding a space large enough and one that would welcome an automobile-oriented event would have been near impossible. And with Connecticut technically being a part of New England, why not? The next big change was the date. Although the norm for Dustoff as the opening show of the season is late April, this date was not available and the show would have to be held on 31 May at least for this year. Since most plan on the early date, all we could hope was that the later date would all but guarantee a warm rain-free day. Hope being the key here.

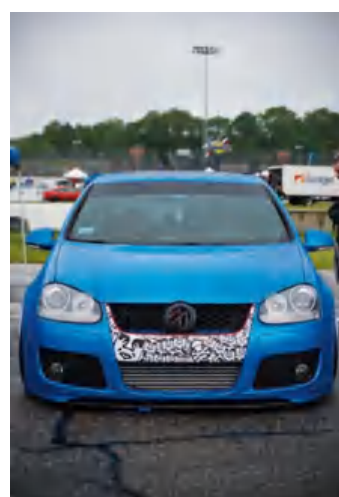
Being the show's tenth, and therefore diamond, anniversary, the organisers thought they would suitably celebrate the occasion. With this in mind, the guys in charge decided to have a hand picked group of cars and owners that would be displayed in a one-time-only class dubbed the 'Diamond Club'. Each invitee would receive an invitation containing a ridiculously large 'diamond' and a scroll explaining the significance of being a member of the club. All members of the Diamond Club exemplify the meaning of community and, of course, drive a great car. Participating in local shows and conveying what it means to be a proper member of the community set these individuals apart from the crowd. Ten cars/owners were picked and were displayed in this special 'Unjudged' class.

So on to the show. Having arrived in town on Saturday to keep the early Sunday ride to a minimum, we enjoyed the sunny weather while enjoying a few of our favourite libations at the hotel. We also took a trip to the track to check out the new venue. While there we were greeted by a group of Formula V race cars with a '60s Beetle as the official pace car. How cool is that? And what better way to get prepped for show day? Very few things are better than a bunch of screaming air-cooleds racing around a road course. After a couple hours of watching it was time to head back to the hotel. A few more beers and some hanging out and it was time to turn in. Upon waking bright and early the first thing we noticed was the lack of sun and warm weather from the day before. It cold and cloudy and had





We're a bit obsessed with this Mk3 at the moment. If you are too then don't worry, we've got a full feature coming soon







We love Tobi and we love his Jetta.
'Tightpants' indeed



definitely rained in the last few hours. We got up and crossed fingers it would clear up and be more like the day before. Unfortunately that wasn't going to be the case. Showers were in store for us and would be on and off all day. But don't assume that would dampen the spirits of this show. Some yes, but not this one. Dustoff fans actually expect at least a little rain on show day since it happens most every year anyway.

Gates opened up at 9am as usual and there were show cars and people lined up as far as the eye could see. It seemed that the new venue and date hadn't put people off! Show-goers and spectators by the hundreds prove just how popular this show is and the support it receives. Simply amazing. The rain and cooler weather wasn't a deterrent either, actually it's become so expected that most attendees showed up with their rain gear at the ready!

As we wandered around we saw not only the modded daily drivers but the full-on show cars that generally only see the light of day in the best weather. Something about this show brings out the best of the best regardless of the conditions. Mixed in with many show regulars were a bunch of newcomers and their rides. Among them was Pat Holdin and his awesome Slaw built Mk3 GTI and the 21 window Bus driven in by the Audrain Automobile Museum. Make sure you check out both fantastic cars if you haven't already done so. Show regulars like Tobi 'Tightpants' and his perfect Mk1 Jetta, Derek and his jaw-dropping Mk4 Jetta and Billy Browner and his R32 in its totally new form all came out to show their support too. A personal favourite and community supporter Foundation Blue with Alexis Mk3 were also in attendance as official Dustoff charity collecting for a great cause and showing how to properly put together a Mk3. The support that Dustoff receives never ceases to amaze us.

With all of the space available at Thompson Speedway, plenty of vendors and clubs were out in force and were once again displayed inside the track like years past. Clubs showed up from as far away as New York City and were displayed on the infield. With their unequalled enthusiasm displayed through custom-made Dustoff T-shirts and banners along with their general ability to have a good time, Volkshore once again took home the Club of the Year award for the fifth straight year. Well deserved we think after rolling in almost 50 cars deep.

Vendors and sponsors lined the entire of pit row. Show sponsors Air Lift and KD Designs were posted up in the number one spot and wowed the crowds by sporting the latest hardware from them both. New this year as executive sponsor was eEuroparts who was on site showing its wares and having good time. Collective East made the trip from Pennsylvania and had lots of rare and hard-to-find parts that people could spend their hard-earned money on. And regulars Orchid Euro and Speedlife Motorsports made the trek once again to show support and help you part with the last of your cash.

Although the rain was on and off all day, the show-goers were having a good time. Good music was spun all day by the DJ to keep spirits high and the beer tent was open for business. Awards went off at 3 o'clock with Billy Browner's R32 taking home the Best of Show honors. The crowds filed out shortly after and the Dustoff crew cleaned up from the day's festivities... just in time for the real rain to start in the form of torrential downpours. Seems like the gods love Dustoff as much as we do having held off the worst of the weather until after the show. However there are currently talks to move the show back to its original late April date and we are certainly looking forward to next year and crossing fingers for a warm sunny show day.

For show information and a list of class winners, visit New England Dustoff on Facebook. Till next year, support your local shows and do your part to keep this community great by being a good example to others. Visit @savetheeuros for more info on helping out ●

Don't just upgrade your suspension.

ST
SUSPENSIONS

Make the unrivalled upgrade. To ST.

	Fixed	Rebound Adj.	Rebound Adj. Inc. Top Mount		
Coilover	ST X	ST XT	ST XTA	Roll Bar Set	Wheel Spacer Set 20mm
Golf IV; (1J)	699.00	899.00	1099.00	299.00	99.00
Golf V, Golf Plus; Cross Golf; Golf Variant (1K, 1KP, 1KM)	699.00	899.00	1099.00	299.00	99.00
Golf VI; (1K)	699.00	899.00	1099.00	299.00	99.00
Golf VII; (AU)	699.00	899.00	1099.00	299.00	99.00

KW Automotive UK Ltd - 0870 990 7536 - www.stsuspensions.co.uk

"All prices inc. VAT"



SIX ON THE BRAIN

The Mk6 Golf is proving to be a fantastic base for a nu-wave project. Herbert Unger demonstrates why in more detail.

Words: Elliott Roberts Photos: Kevin Reekelboom



It's safe to say I'm an old-school guy at heart but that doesn't stop me appreciating or embracing the newer VW vehicles. So many people hate on nu-wave cars (examples that are just lowered on wheels) these days but I really don't see the problem. Okay, they might not have quite the same 'character' you get with older cars, but why write them off just because they don't have the odd rattle or funny smell?

I can honestly say that to date, despite owning a bunch of Mk1 GTIs and a pair of Golf Rallyes, that the best all-round car I have ever owned was still my old lightly breathed-on Mk5 Golf GT TDI. I won't bore you with the details as I've harped on about this car many times before in these pages, but let's just say when the Mk6 Golf was launched, well, it had big boots to fill.

Thankfully, the sixth generation Golf was more like a slightly refined Mk5 with better fit and finish, but similar slightly tougher looks. I wasn't exactly blown away with the car when I drove it on the launch though. It was only since the launch of the seventh-gen that I've really come to warm the Mk6 and it would appear I'm not the only one. Whereas the Mk5 is starting to look a little dated and the Mk7 is just too big and grown up, for me the Mk6 is the perfect balance between the two and the best Golf money can currently buy if you want a reliable daily that still feels like a sporty hatchback.

It would appear Austrian electrician, Herbert Unger, shares my views. Well, apart from the daily driver bit. You see, 35-year-old Herbert got a bit carried away over the last couple of years. "The base car is a 2010 Mk6 GTI, which I bought brand-new so it was certainly a blank canvas," he told us. Having started life (well, his driving life at least) behind the wheel of a trusty Mk2 Golf, Herbert soon progressed through the ranks with projects based on an 8L Audi A3, Mk5 Golf R32 and prior to the GTI, an Audi A6 4F. "I decided to go for the Mk6 as I missed having something nippy and fun," he said.

Herbert claims the car was always going to be modified as he has always tuned his cars: "I like to do things in stages, though, rather than rush it or have the cars off the road for long periods of time," he explained. The Mk6 was no exception. Rather than go at it like a bull in a China shop, instead Herbert has spent the past five winters changing things up, then enjoying the car through the dry months of the year.

Herbert's clearly a pro at modifying cars, he even tackled the chassis early on during phase one: "It's running Ultra Low H&R coilovers by AH Exclusive parts with a 140mm drop," he told us. Not content with just a killer stance, Herbert had plans to really take the car to the next level and put his own spin on it by going for a full colour change. Yes, on an Mk6 Golf! "I had two colours in mind: a nice subtle grey and then this unusual shade of green which was used on some Lamborghini Gallardo Spyders," he said. Herbert claims that even though the majority of his friends were all for the grey colour, it was his buddy Daniel Karolyi that persuaded him to go for the green/yellow shade. "It was a very good decision, thanks Daniel!" he laughed.

As you would probably expect, this wasn't just a simple colour swap either. In order to really optimise the Ultra Low coilovers with a staggering drop and some serious wheels, Herbert drafted in a pair of wider fibreglass wings from SRS in Germany (a common conversion these days on the Continent), then ordered his friend who took care of the bodywork to widen the rear arches by



Choice carbon detailing
works nicely against
the Lamborghini
green/yellow paint





We do love a roll-cage on a nu-wave car, especially after seeing so many at Wörthersee over the last couple of years



Rear arches have been expertly extended by 40mm each side to match the wider SRS front wings. It's hard to believe it's tucking 20" Rotiforms, static!

40mm each side to match.

A lot of people shy away from fibreglass products, probably because of the terrible fibreglass parts that flooded the market back in the '90s. However, if produced to a high standard, fibreglass can be incredibly strong and we can vouch for the fit and finish of these SRS wings having seen them fitted to a number of high-profile nu-wave Audis and VWs over the last few years.

With a set of whopping 9x20" Rotiform SPF splits waiting in the wings, Herbert was able to ensure the arches and stance were tailored specifically to the wheels. The result is a static look that to the untrained eye appears to be bagged. The tyres tuck all-round and the wheel's 9.5" size is swallowed perfectly by the bulging reworked arches.

While the bodywork was being fettled, Herbert managed to source a set of proper stoppers to

bolt on behind the new hoops: "I went for Audi R8 eight-pot calipers with 265mm Wave Design discs," he said. As these are the same brakes used by Lamborghini, Herbert then decided to apply Lambo graphics to tie in with the car's paint colour.

The brakes weren't just installed to look pretty though or simply fill a gap behind the huge 20" wheels, Herbert was finally planning a nice power increase to give the car enough 'go' to match its 'show': "The car is now producing a much healthier 380hp thanks to the big turbo APR kit comprising 76" downpipe, 200 cell cat, plus a Blueflame exhaust, APR intercooler, 3bar map sensor and Carbonio intake," he explained.

The engine has been mapped to run on 100 Ron fuel and sensibly Herbert has also upgraded to a Sachs clutch. "The car is a huge improvement although even with the wider track it could still benefit from four-wheel drive," he



“
I'D IDEALLY LOVE TO
FIT AN RS3 MOTOR
WITH ALL-WHEEL-DRIVE
”

It's not just all show with Herbert's Mk6. Bigger APR turbo kit and associated bits and pieces take power up to a much healthier 380bhp

told us. It's no surprise Herbert's dream car is a new Audi RS6, although we get the feeling he's still not finished with the Mk6 just yet: "I'd ideally love to fit an RS3 motor at some stage with all-wheel-drive." To wrap up the current look and bring the whole car together Herbert fitted a pair of carbon mirrors outside and installed a sexy Wiechers roll-cage inside. "I'd like to go for some bucket seats, more carbon and air-ride with AccuAir at some point in the future, but we'll see," Herbert revealed.

He may have spent best part of €15,000 on modifications alone (and has to drive a 9N Polo as a daily), but when you spread that over that many years he's had the car it's not too bad. The thing is, everything has been carried out to the highest of standard, making this one of the most well-fettled Mk6s to grace these pages so far. I've got a feeling there are going to be a flock of others after people see how effective these select few modifications have been. Right, is it time for me to hang up my Audi keys and get back into a Golf GTI again? Hmm... ●



DUB DETAILS

ENGINE: 2.0-litre TSI with APR turbo upgrade, 76" downpipe and Blueflame exhaust with large twin exit tailpipes, APR intercooler, 3bar map sensor, Carbonio intake, mapped to run 100 Ron fuel, Sachs clutch

CHASSIS: 9x20" (ET25) and 9.5x20 (ET32) Rotiform SPF split-rims with 225/30 and 235/30 Achilles tyres all-round. AH Exclusive H&R Ultra Low coilovers. Audi R8 eight-pot calipers with 265mm Wave Design discs

EXTERIOR: Repainted Lamborghini Gallardo Spyder green/yellow, with SRS wider front wings, rear arches extended 40mm each side, carbon door mirrors, body colour grille surround, de-badged tailgate, gloss black side mouldings, aftermarket rear diffuser

INTERIOR: Carbon dash surround, Wiechers rear roll-cage

SHOUT: AH Exclusive Parts, Rotiform, APR Tuned and all my friends that helped with the build



**revo**

SMALL BUT MIGHTY.

revo SPS
Acquire settings
Set mode
AntiTheft
0 km/h

Anti Theft Mode

Stock Mode

Custom Screens



SPS

More functionality for your map.

3 Optimisable Performance Modes

*Anti Theft Mode
Stock Mode



SPS Pro

For the racer in you.

SPS Features

Performance Timer

Custom User Screens for 140 Parameters

PIN Anti Theft, Comfort Settings & more

	AUDI	PORSCHE	FORD	SEAT	SKODA	VW
SPS	✓	✓	✓	✓	✓	✓
SPS Pro	✗	✗	✗	✓	✓	✓

*Optional Anti Theft mode, not applicable to all versions, check our website for vehicle listings. † SPS Pro only.

FIND YOUR NEAREST DEALER
revotechnik.com



THE UNDERDOG

The Polo GTI has always been something of an underdog to its bigger brother the Golf, both at shows and in these pages too, but does the 2015 model come out fighting?

Words: David Kennedy
Photos: Simon Jackson



Sport button is new to the Polo. This one stiffens up the suspension, adds weight to the steering and makes things louder on the inside



It seems I'm in a minority here in the PVW office when it comes to the new Polo GTI. I didn't know this when I asked the nice people at the VW press office if we could test one, but it came up when we were attempting to film our road test exploits for the PVW YouTube channel. Bandwagon, late, us, what?

Anyway, I was really excited about getting the Polo in on test, and not just because with my Mk2 off the road, to be able to use any car is amazing (you sure? ~ All). No, I was excited because I think the latest shape 6C Polo is a good looking thing and, well, anything with the all-important G, T and I letters on the bootlid isn't going to be bad! Except the 2.0-litre non-turbo Mk4 'GTI'... although we've all agreed to not talk about that haven't we?

The rest of the PVW office weren't so smitten with the baby GTI though, even when it turned up and I pointed out how good it looked. You see, the elephant in the room whenever anybody talks about any new Polo GTI here at PVW towers has always been (and we're sorry Club Polo people): 'why would you buy a new Polo GTI when you could get a second-hand Golf GTI for the same money?'

There's no denying it's a good point, especially when you think you're looking at just under £20k worth of Polo. But let's look at this sensibly. How many people buy cars versus hire purchase them these days? I bet the numbers are more in favour of the latter. And when you factor that in, you're looking at monthly payments, not having £20k in cash to buy a car

with outright. That's not the case for everyone obviously, but I bet the numbers are closer between the two than you think. So when you look at it that way, there's simply no point in comparing the Polo GTI to a second-hand Golf GTI or any other second-hand car for that matter because they're just not the same buying proposition.

Seeing as it's the GTI, power is important. So you'll be pleased to know the new Polo is the most powerful Polo to ever roll out of the VW factory gates with 189bhp and 236lb ft of torque from its 1.8-litre TSI engine. It's an EA888 engine, so it's from the same family of powerplants as the one found in the Golf GTI, so while it's a 1.8-litre turbo, it's not *the* 1.8T. It's also 12bhp and 52lb ft more powerful than the



outgoing twin-charged 1.4-litre GTI.

Happily, VW has allowed us to check out a manual gearbox option this time round rather than the DSG-only situation with the twin-charged one. It's not as simple a decision as whether you prefer three pedals or pulling paddles though. Choose DSG and torque will be limited to 184lb ft between 1250-5300rpm compared to 236lb ft between 1450-4200rpm with the manual – basically either more torque in general or less torque but over a wider rev range. Why? Volkswagen says it's down to differences in the design parameters of the gearboxes, which to us just sounds like a list of words that don't really mean all that much except to answer a question from a journo on the press launch.

The 6C GTI (does anybody apart from the guys at www.polodriver.com understand the Polo naming structure? We can never get our heads round it) gets another feature we're used

to seeing on its bigger brother too, a 'Sport' button. You have to pay £245 extra for it, which you would, as it gives you the Sport Performance Kit attached to the button. Which, when pressed, firms up the already super-firm dampers and fiddles with the settings for the new electro-mechanical steering to make it heavier, sharpens the response of the accelerator and makes things louder inside thanks to a sound actuator. While we don't like sound actuators in general, we did like the sportier throttle feeling and the heavier steering.

We do have to say, though, that it's a really hard-riding car without the Sport button pressed. It kind of feels like the VW engineers have made it that hard so it feels 'sporty' when they could have made it smoother and still handle well. Perhaps it has something to do with the GTI being 10mm and 15mm front and back lower than the normal models, we don't know, but it

does feel like VW has gone for a set of eBay special lowering springs rather than a set of Eibach's finest.

It does drive well, however, even though it's bouncy. It's certainly a quick car too, the new 1.8-litre TSI likes to rev and it handles well when pushed thanks to the XDS+ (electric differential lock) system robbed from its bigger siblings. The traction control can be turned off, technically, if you feel like it. I say technically because while it says 'ESC OFF' on the screen, what it's really doing is activating 'ESC Sport', which delays the traction control getting involved if you feel like being a proper B-road-blasting motorist or you're on a track day.

It's definitely a fun little car to push on, which I think is down to the fact that it is a smaller car compared to the Mk7 Golf. Sure, it's big for a Polo but all cars are getting bigger, so there's little point parking it next to a Mk4 Polo and

NOT ONLY IS IT NOT MUCH SLOWER THAN THE GOLF, IT'S ROUGHLY
£10,000 CHEAPER THAN THE EQUIVALENT MK7 GTI TOO.
AND IT IS CERTAINLY NOT TEN GRAND LESS OF CAR



wondering who ate all the pies. It does feel noticeably smaller than the Golf, which makes it a lot of fun to throw around and after all, it is only 31bhp down on its (non-Performance Pack fitted) bigger brother too so it's certainly a decent little mover.

So not only is it not much slower than the Golf, it's roughly £10,000 cheaper than the equivalent Mk7 GTI too. And it is certainly not ten grand less of car. Factor that ten grand over the monthly payments that most people who buy the car will be worrying about and well, the 'why would you buy a Polo GTI rather than a Golf' line isn't quite so clear cut anymore.

It's got a mini Golf GTI interior too, complete with Jacara cloth seats and a flat-bottomed wheel, and it feels nice and solid everywhere you touch with the all-important heavy door feeling when you get in. As Elliott put it: "It's the kind of car that a young buyer's parents would

be happier about them buying than the more rough and ready (and arguably more hardcore) Renault Sport, ST or VXR-badged options in the hot small car segment."

Which, when you think about it, just about sums the Polo GTI up. It's never been about fighting for apexes with Clio Cup owners on track days or being as rowdy as a Fiesta ST or Corsa VXR outside a Nando's car park, it's about being the best all-rounder and the car that won't look out of place anywhere you take it. So, just like the Golf then really. Put simply, if you want a small, quick and good-looking hot hatch, the Polo GTI is the car for you. If you've got 20g rand to spend on 'any car', then you will probably choose a Golf GTI with a few miles already under its wheels. So next time someone says 'what's the point of buying a new Polo GTI over a second-hand Golf' just answer 'because I wanted one'. Simple really! ●

DUB DETAILS

ENGINE: 1798cc, turbocharged four-cylinder

POWER OUTPUT: 189bhp at 4200-6200
(5400-6200 with DSG)

MAXIMUM TORQUE: 236lb ft at 1450-4200rpm
(184lb ft at 1250-5300rpm with DSG)

TOP SPEED: 146mph

0-62MPH: 6.7 seconds

WEIGHT: 1272kg

CO₂ EMISSIONS: 139g/km (129g/km with DSG)

FUEL CONSUMPTION: 47.1mpg (50.4mpg
with DSG)

BASIC 'ON THE ROAD' PRICE: £18,900

PRICE AS TESTED: £19,405 including
£245 Sport Performance Pack and £260
Pure white paint

SUBSCRIBE AND **SAVE 20%***

Got a problem or question to do with your subscription? Drop our team an email at subs@unity-media.com or call direct on 01732 748084 – simple!



SUBSCRIPTION HOTLINE 01732 748084

Subscribe to *Performance VW* and get 12 issues of the finest independent VW magazine on the newsstands today with a fantastic saving of at least 20% on the UK cover price. By taking out a one-year subscription you save cash and receive your copy direct to your front door before it hits the shops! You really can't lose out...

- **UK SUBSCRIPTION ONLY £43.20** (just £3.60 per issue!)
- **EUROPE ONLY £60**
- **REST OF THE WORLD ONLY £71**
- **USA SPECIAL OFFER ONLY \$115**

3 EASY WAYS TO SUBSCRIBE

- Visit: www.performancevwmag.com
- Call: 01732 748084
- By post (please fill in the form to the right)

PVW BINDER

Why not keep your favourite issues for easy reference and in pristine condition with a unique binder? For prices and placing orders, see form below.



WAYS TO PAY

☐ **Yes!** I'd like to subscribe to *Performance VW* and save 20%!

Full name (Mr/Mrs/Ms)

Address

Postcode Contact number

PLEASE TICK APPROPRIATE BOX BELOW

- ☐ £43.20 UK (post free) ☐ £60 Airmail Europe
☐ £71 Airmail Rest of the World ☐ US \$115

Yes! I'd like the *PVW* storage binder. (Prices: ☐ UK: £11.50.
☐ EU: £15.96. ☐ US: \$30. ☐ Rest of the World: £18.35)

1. ☐ I enclose a cheque for the amount ticked above, made payable to Unity Media plc.

2. ☐ Please charge my credit card for the amount ticked below: ☐ Access/Mastercard ☐ Visa
Card number:

.....

Expiry date / / Signed

3. ☐ Direct Debit. UK subscribers only (see below).

DIRECT DEBIT SUBS FORM

- ☐ Yes, I would like to subscribe to *Performance VW* for 3 months for £9.45
☐ Yes, I would like to subscribe to *Performance VW* for 6 months for £18.90
☐ Yes, I would like to subscribe to *Performance VW* for 12 months for £37.80
☐ Yes, I would like to subscribe to *Performance VW* for 24 months for £75.60

YOUR DETAILS

Title First name Surname

Address

County Postcode

Email

Contact telephone number Date of birth

☐ Is this a gift subscription?

RECIPIENT'S DETAILS (FOR GIFT SUBSCRIBERS ONLY)

Title First name Surname

Address

County Postcode

For other payment options and associated subscription discounts and for subscription offers for readers living outside of the United Kingdom please visit:
www.performancevwmag.com or call: +44 (0)1732 748084.

Your details will be processed by Unity Media Plc (publisher of *Performance VW*) and our suppliers in full accordance with the UK data protection legislation. Unity Media Plc and *Performance VW* may contact you with information about our other products and services. Please tick if you prefer NOT to receive such information by post, email, phone, mobile phone messaging.
☐ Unity Media Plc and *Performance VW* occasionally share data, on a secure basis, with other reputable companies who wish to contact you with information about their products and services. Please tick if you prefer NOT to receive such information by post or phone.
☐ Please tick if you DO wish to receive such information by email and mobile phone messaging. ☐ Please tick here if the recipient of this subscription is under 18. ☐ Unity Media plc reserves the right to limit offers of this kind to one per household and withdraw the offer at any time.

PAY BY DIRECT DEBIT

Instruction to your bank or building society to pay by direct debit	
Please complete and send to: Performance VW Subscriptions, Freeport RTGU-UETS-EERS, Unity Media plc, Becket House, Vestry Road, Sevenoaks, Kent, TN14 5EJ	
To the manager: Bank name	Originator's Identification Number 8 0 9 1 4 3
Address	Reference
Postcode	Instructions to your bank or building society Please pay Unity Media Plc direct debits from the account detailed in this instruction subject to safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Unity Media Plc and, if so, details will be passed electronically to my bank/building society
Account in the name(s) of	Signature(s)
Branch sort code	Date
Bank/building society account number	Banks and building societies may not accept direct debit instructions for some types of account.

The Direct Debit Guarantee

This Guarantee is offered by all banks and building societies that accept instructions to pay direct debits. If there are any changes to the amount, date or frequency of your direct debit to Unity Media Plc we will notify you ten working days in advance of your account being debited or as otherwise agreed. If you request Unity Media Plc to collect a payment, confirmation of the amount and date will be given to you at the time of the request. If an error is made in the payment of your direct debit by Unity Media Plc or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when instructed to do so by Unity Media Plc. You can cancel a direct debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



ACT NOW!

RETURN YOUR COMPLETED FORM TO: PERFORMANCE VW,
FREEPOST RTGU-UETS-EERS, UNITY MEDIA PLC, BECKET HOUSE,
VESTRY ROAD, SEVENOAKS, KENT, TN14 5EJ

VAG 2.0 litre TSI catch can kit

Now available



www.forgemotorsport.co.uk
www.forgemotorsport.com
www.forgemotorsport.asia



A fresh approach
to insurance

**Agreed Value
European Cover
Club Member Discount
Limited Mileage Discount
Modifications Cover**

Call us FREE on:

0330 024 1697*

Find out more at www.principalinsurance.co.uk

Principal Insurance is authorised and regulated by the Financial Conduct Authority.
Calls may be recorded for training and monitoring purposes. *Calls to this number cost
no more than a national rate call to an 01 or 02 number and must count towards any
inclusive minutes in the same way as 01 and 02 calls.

Principal Insurance Ltd, Dalton House,
Dane Rd, Sale, Manchester M33 7AR.

**13th ISSUE
SHOW SPECIAL
ON SALE
5th NOVEMBER**

**BOOK YOUR AD
NOW BY PHONING
SARAH HALLS ON
01732 748057
OR EMAIL
shalls@unity-media.com**

Performance VW Insurance

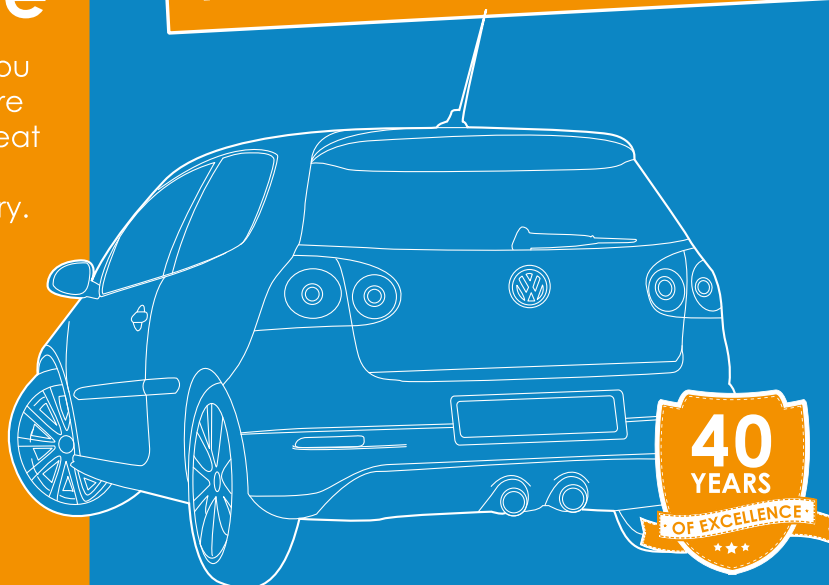
Adrian Flux know how much you love your VW, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



**0800 081 8989
adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority

INSURANCE THAT PERFORMS



Benefits available include:

- **FREE Legal Cover**
- **Advanced Driver Discounts**
- **Club Member Discounts**
- **Agreed Value**
- **Modifications Cover**
- **Track Day Cover**

MOTOR INSURANCE THAT PROTECTS YOUR PASSION.

Because we know you're not just insuring a car,
you're insuring a lifestyle.



Policies Can Include:

- 🛡 Modifications Cover
- 🛡 Limited Mileage Discounts
- 🛡 Agreed Value Cover
- 🛡 Free Motor Legal Expenses
- 🛡 UK & EU Breakdown Cover



**CALL HIC NOW ON
0800 121 7420**



[hertsinsurance.com](https://www.hertsinsurance.com)

Herts Insurance Consultants Ltd

is authorised and regulated by the
Financial Conduct Authority No 309073

🛡 Subject to policy selection and Terms & Conditions

BRENTACRE
SPECIALIST CAR INSURANCE



01792 650 933
www.BRENTACRE.co.uk

MODIFIED CAR INSURANCE SPECIALISTS

A FAMILY RUN INSURANCE BROKER FULL
OF PETROL-HEADS WHO WILL TAILOR
THE RIGHT MODIFIED POLICY FOR YOU AT
THE CHEAPEST PRICE.



KEY FEATURES

- ⚙ AGREED VALUES AVAILABLE
- ⚙ LEGAL AND KEY COVER
- ⚙ SPECIALIST CLUB DISCOUNTS
- ⚙ LIMITED MILEAGE DISCOUNTS
- ⚙ FREE TO UPDATE MODIFICATIONS

SUBSCRIBE 12 ISSUES FOR \$115

Exclusive offer for readers in the USA and Canada



Free first class postage and packaging,
sent directly from us, the publisher

Get your copy within seven days of
going on sale in the UK

Never miss an issue

**Performance
VW**

DON'T MISS OUT!

Subscribe online or by phone.

Go to www.performancevwmag.com or call +44 (0)1732 748084

WWW.MOTORMARKS.CO.UK

[illegible]

Exchange Engines

Built for peace-of-mind. Built to perform. Built to last.

With over 40 years of engine-building experience between them, our team of engineers know their craft very well. They assemble each engine for you as if they were building it for themselves.

DIESEL ENGINES

1600D/TD	£1299
1700D	£1399
1900D/TD	£1349
1900tdi	£1299
1900tdi pd	£1295
2400D up to 1995	£1395
2500tdi T4	£1695
2500tdi T5	£1999

PETROL ENGINES

1400 16v up to 2003	£799
1600 8v up to 1991	£649
1600 8v from 1995	£649
1600 16v up to 2003	£799
1800 8v up to 1991	£699
1800 16v up to 1991	£999
1800 G60	£799
1800 20v Turbo	£1299
2000 8v	£699
2000 16v	£1099
2800/2900 VR6 12v	£2190
2800 VR6 24v	£2295



We can arrange delivery/collection to/from any UK mainland address; from £40 each way.

ALL PRICES INCLUDE VAT

All our engines are fitted with:

Reground crankshaft, new main bearings and big end bearings, new pistons and rings, new valves and valve guides, new hydraulic camfollowers, all new oil seals and gaskets. Diesel engines fitted with new cylinderheads (except PD range) All supplied with a full written warranty

We are also able to supply parts from O.E. suppliers. Because of our re-manufacturing operation we hold large stocks of engine parts which are available for sale at a discount price.



10 YEARS



PERSONAL CALLERS ARE WELCOME!

Enjoy a cup of coffee in our airy, clean, modern premises. You are also welcome to phone us for free helpful technical advice concerning your VW.

A full machining service is also available for home rebuilds.

Prices are subject to change without prior notice.

THE ENGINE SHOP

Specialists in Volkswagen and Audi Engines

Unit A2, Darenth Works, Ray Lamb Way, Erith, Kent. DA8 2SP

Telephone: 01322 350022 • Fax: 01322 350032 • Email: info@theengineshop.info

Website: www.theengineshop.info

TUNINGWERKES

PERFORMANCE AND QUALITY COMBINED

GET IN TOUCH NOW FOR :
SERVICING / TUNING / PARTS

+44 (0) 20 8481 0208
ENQUIRIES@TUNINGWERKES.COM
WWW.TUNINGWERKES.COM

DIRENZA

— street — track — stance —

SERIOUSLY COOL INTERCOOLERS

HUBCENTRIC WHEELSPACERS

HIGH PERFORMANCE EXHAUST SYSTEMS

TUV APPROVED LOWERING SPRINGS

WWW.DIRENZA.CO.UK



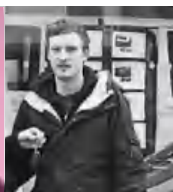
Elliott Roberts



Dave Kennedy



Mark Riccioni



Mark Bass



Paul Cowland



Ryan Stewart



Jamie Orr



Rob Waite



Elliott Roberts

PROJECT: FAMILY GUY 07_B4 A4 Avant
Started: Jun 03, 2010

Comments: We don't want to say we're bored with the A4 but... we're bored with the A4.



Elliott Roberts

PROJECT: GREY PRIDE 90_Golf Rallye
Started: Oct 10, 2007

Comments: When the Rallye is done will there be any oil left in the world to fuel it?



Dave Kennedy

PROJECT: PLUCKY 91_Mk2 Golf GTI
Started: Feb 12, 2013

Comments: The VR he bought in January is confirmed dead. Time to find a new one.



Mark Riccioni

PROJECT: SCENESTER 13_Mk7 Golf R
Started: Oct 13, 2014

Comments: This month Mark finds out that the R more than holds its own on track.



Mark Bass

PROJECT: ULTIMATE BASS 13_T5 2.0 TDI
Started: March 08, 2013

Comments: Mark 'three jobs' Bass uses his van for real van things now. It's not clean.



Paul Cowland

PROJECT: SHAKE N BAKE 90_Mk2 Golf 8v
Started: June 10, 2011

Comments: One Paul out, one Paul in. Welcome contributor and Mk2 racer Cowland.



Ryan Stewart

PROJECT: CHRISTINE 05_Mk5 Golf GTI
Started: Nov 15, 2011

Comments: Ryan makes the Mk5 a whole lot more solid with the help of SuperPro.



Jamie Orr

PROJECT: SUPER JAMIE How many cars?
Started: Jun 10, 2014

Comments: Bought another two cars this month. Well, one's a military truck, naturally.



Rob Waite

PROJECT: JOKER 07_Skoda Fabia VRS
Started: May 14, 2015

Comments: Nothing to report from Rob this month. Who leaves a car alone? Rob does.

TRACK MARKS

This month Mark comes out as a full-blown addict and track days are his drug of choice...



The Mk7 Golf R is fast. *Seriously* fast. And I don't just mean in a straight line, either. With Stage 1 Revo software and a Scorpion turbo-back exhaust fitted it seemed like the perfect time to take the R out on track at Rockingham. With just a bit of extra power, though, it's not going to be that competitive right? Wrong!

Firstly, let me clear one thing up, I'm not a racing driver. My skills just about extend to a handbrake turn (the Golf uses an electric handbrake, so even that's wasted), but not a single car managed to get past the Golf R at Rockingham throughout the entire evening session. From Caterhams and C63 Mercs to a 500bhp M5 and a race-ready 'Legend' Beetle, the Mk7 Golf R was obscenely fast even with me behind the wheel. And the best bit is that it's got more to give with a few extra upgrades.

The problem with track days is they give you this nasty bug. It doesn't cause vomiting, but instead severe spending and trawling through forums all night while your girlfriend looks on, wondering where she went wrong in life. On the plus side, the Golf R is a popular car to tune right now meaning there's no shortage of handling upgrades already available. Cue a phone call to Regal Autosport in Southampton. I've used Regal for years, it's the only company I

truly trust to work on any of my cars. In terms of experience, speed, honesty and skill you won't find a better team of enthusiasts. No job is too big or small, and you don't need deep pockets to get your car looked after here.

After running through some options with Ash and Chris at Regal, we decided on a set of ST XTA coilovers for the Golf R for several key reasons. Firstly, ST suspension is manufactured by KW in Germany – one of the world's best suspension manufacturers for road and track coilovers. Secondly, the Golf R is and always will be a road car. Going down the super-stiff coilover route may shave seconds off on the track but my dog sits in the passenger seat most journeys, and seeing his sad eyes bounce around the interior would kill me a bit inside.

With adjustment in height, rebound and camber (using the aluminium uniball top mounts) the ST XTA is ideal for those who want to go fast and low without sacrificing the Golf R's drivability. Regal stock and install ST kits for a wide range of VAG motors, so I knew I was in good hands when the XTA system was recommended.

Next on the list is a Forge Motorsport front-mount intercooler to allow the R to be tuned up to Stage 2, followed by some serious Tarox brakes to balance the handling. Then it's time to hit the track again and see what happens! **MR**

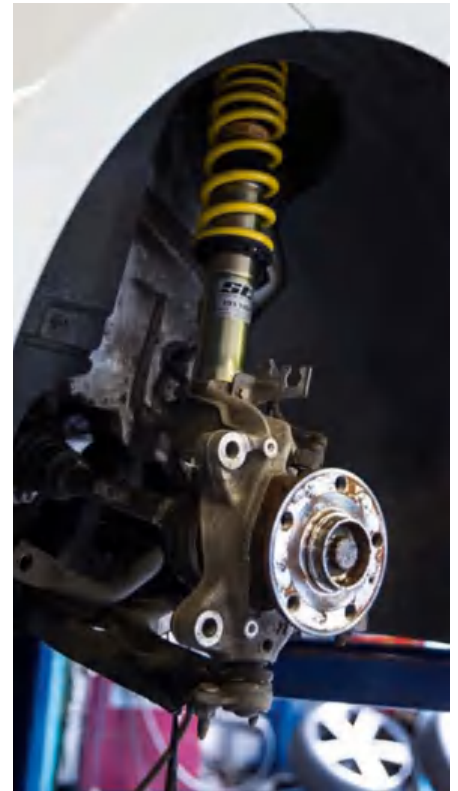


SPONSORED BY:



Contacts and prices:

ST Suspensions XTA Golf R
coilover system: £1099
Contact: www.st-suspensions.net



Thanks to:

Regal Autosport
023 8055 8636
www.regalautosport.com

Rockingham Circuit
01536 500500
www.rockingham.co.uk

AH, BUSH IT

Fed up with being a bit soft around bushes, Ryan invests in a few things to stiffen everything up.

This month I've been rolling up my sleeves and getting elbow deep in bushes. No PVW hasn't made its way to the top shelf, I've been persuading some of SuperPro's finest polybushes into the suspension arms of the Mk5.

I say 'persuading' because as anyone who's fitted polybushes before will know, getting the stock rubber items out will usually work up quite a sweat. Thankfully SuperPro has made the installation process simple, and the uprated items slip in relatively easily.

From factory the Mk5 golf is designed to be a jack-of-all-trades, fast on B-road blasts, but also comfortable enough to take granny Stewart shopping. Any compromise like this ultimately means a reduction in outright performance. The stock rubber bushes give high levels of compliance, keeping the body isolated from vibration, but also allowing unwanted deflection under high load.

Polyurethane bushes offer the best blend of plastic and rubber characteristics. Being stiffer than rubber, polybushes keep the suspension components moving in a desirable direction and



keep the car's geometry taught. The trade off here is more road surface feedback in the cabin, but on a high performance machine that can only add to the thrill!

SuperPro's iconic purple bushings take care of the rear camber, toe and trailing arm location and slide into the stock position. The front end is where the revolution is however, and is a more involved story. SuperPro has gone to town in redeveloping the Mk5's front-end geometry with the introduction of the new 'Roll Control' range.

With 500+ bhp, huge brakes and sticky track tyres, understandably the front control arms have a tough time staying put. To solve this SuperPro has developed an all new front geometry set which simply bolts in place of the

existing items. The kit for this car is built around SuperPro's all-new alloy arms. At a massive 44% lighter than the stock steel items they also allow for additional camber adjustment should I decide to set the car up for slicks. To hold the arms in place a set of anti-lift and castor correcting rear brackets are also included, plus SuperPro's clever roll centre correcting ball joints. These ball joints readjust the hub location to counteract the effect of lowering the ride height, bringing everything back into line.

The whole package fits together beautifully, saves weight and makes a huge difference to the geometry. What more could you want? It's changes like this that make the difference between fast and really fast! **RS**



Contact:
SuperPro
www.superpro.eu.com

Brought to you by Ultimate Dubs UK - 1st November 2015

ULTIMATE Stance

featuring...
wheelwhere's
showcase

WHEEL
WHERE'S
COM

1st November
2015

Telford International Centre,
Telford TF3 4JH

- Club Stands
- Indoor and Outdoor
Show & Shine
- Trade Stands
- Special Vehicle Displays
- Demo Vehicles
- Plus Much More...



Premium indoor event for the UK and Europe's Ultimate Stanced Cars
Advanced Tickets - £12.50 - Available at www.ultimate-stance.co.uk
info@ultimate-stance.co.uk



Performance



PERFORMANCE



SLAMMEDUK



BANZAI

LIOYHARD

HAYBURNER

CLUBS



STILL STATIC BBQ

Often these event reports start a bit like, 'the sun was shining as the StillStatic crew descended on Northampton...' or 'back on a sunny day in July...'. Unfortunately,

we're not able to do that here because on the Sunday scheduled for the eagerly anticipated StillStatic BBQ, the rain was torrential... like monsoon-spec. Still, the promise of flame-grilled goodness and a collection of the finest static metal was enough to draw out a good crowd.

The venue was Frank's Hamburger House just outside of Northampton, which incidentally is only a stone's throw away from Billing Aquadrome. Thankfully, the outdoor area benefits from marquee-style cover, meaning there was plenty of space to shelter from the elements. Meanwhile, out front there's ample parking for a gathering such as this, with a trio of familiar Mk1s and three Vossen-equipped cars proving particular highlights.

Jack Johnston's Lido green Mk1 is a LHD Austrian import and rocks 6.5x17" and 7.5x17" BBS E49 three-piece magnesium splits with 0" and 0.5" lips respectively. Its perfect poise comes courtesy of an H&R's 80-150mm kit, the same coilovers run by Jason Buckley in his Mk1. Jason's Swallowtail was sitting in BBS footwear

too, this time in the form of face-mounted 6.5x17s". Both picked up awards on the day, proving love for first generation Golfs remains at an all-time high. Making up the trio was Matty Loveridge's gorgeous example. His Swallowtail sits low on Compomotive Turbos thanks to trick Air Lift suspension and took pride of place, nose-to-nose with Jack's car.

Alongside was Tim Vincent's Mk2. Widely regarded as one of the finest examples in the UK, Tim's multi-award winning Tornado red Golf packs a substantial 1.8T heart and also benefits from a 50-120mm H&R kit. He didn't pick up an award this time out as the last trophy of the event went to Russell Binns' A3. The Audi sits perfectly on BBS GT004 splits and H&R suspension, with wider front wings helping with clearance and driveability. A worthy winner!

Right, back to that line-up of Vossen cars. The Miami-based wheel specialist has been turning out some stunning and exclusive wheel designs of late and seems to be one of the hottest wheel brands in the UK at present. Kev Cunningham's black Pirelli Edition Mk5 looked ultra-aggressive on its satin bronze VFS/2, while next to it, Wayne Russell's white A5 TDI Quattro was the picture of perfection on limited edition graphite VLE-1s. Last up but by no means least was VRS



Northampton's Mk7 Golf R. With graphite VFS2s tucked under each corner, it's one of the classiest Rs around at the moment.

We must save a mention for StillStatic's own demo vehicle too. Its Mk6 has now made way for a B8 Audi A4 2.0 TDI. The Audi is owner Simon Sweetland's first non-VW since his Peugeot 205 GTi way back in the day. Still, the Audi is technically from the same stable so it's not too far off base! Naturally, it's loaded with H&R 150mm special suspension, which brings it down beautifully on mbDesign wheels. Simon's also found time to swap out the stock front seats for RS4 Recaro items and we're sure there's plenty more to come from the Audi in the months ahead. The same is no doubt true of James Pearman's BMW M4 from The Performance Company. The searing green coupé has bags of potential so it'll be interesting to watch things develop for the BMW.

As you would expect, most cars present at the BBQ were running special H&R suspension, all sourced through StillStatic. The chassis specialist continues to help build some of the lowest and finest static vehicles in the country so check out the company's website and social media pages for all the latest news and products. Get onto www.still-static.com for more... ●



CLUBS



VRT OPEN DAY

We like to hear about the VW scene doing positive things here at PVW and one thing that always has us feeling good is when we hear about a charity benefiting from a meet or show. Let's be honest, how ever much money you've got, anybody who gets to play with cars as a hobby is pretty fortunate when you think about it, so it's always nice to hear when shows or meets give back in one way or another.

The VRT guys had an excellent turn out at its open day event held at their premises in Slough, Berkshire in August with some really top-drawer motors turning up, both from VRT's existing customer base and from further afield too. The guys also put on a show 'n' shine event and there was definitely some hot competition to take the prizes home. Rad Khalil won Best VAG Car with his stunning red Audi RS4 on BBS E28 splits while at the other end of the VAG size chart, Sam Wookey won Best in Show and Best Modification for his awesome 1.4-litre 16v Mk1 Polo – a car that we will be featuring soon in these pages. Dean Lapham took home the Best Wheels prize for his custom-made 'Bottle Top' split-rims on his four-wheel drive Mk2 Jetta 1.8T, while Keil Critten won Best Interior with his 6N Polo.

There was some great non-VAG metal in attendance too, with Vincent Grogan winning Best Non VAG Group Car with his Mk1 Ford Capri. Other cars of note? Paul Gormley's splendid Mk3 VRT Syncro, Joe Saunders' Mk3 TFSI (another car we need to feature soon!) and we loved the Audi A1 on Fifteen52's new cast Turbomac wheels.

The highlight of the day was news that an impressive £1475.75 had been raised for a little girl close to the VRT guys' hearts called Aurora who has Rett Syndrome, a rare neurological disorder which currently has no cure that affects one in 10,000 children, and in most cases just girls. You can read more about Rett Syndrome and donate money towards either Aurora herself or the Reverse Rett charity at www.gofundme.com/aurorasparkle and if you want to know more about VRT, log on to www.vrtonline.co.uk ●



Photos: Scott Morgan

A BRAND NEW EVENT FROM AUDITUNER MAGAZINE...



VAG Tuner EXPO

THE SHOW FOR PERFORMANCE AUDI & VW TUNERS



- A brand new, indoor event focused on tuning
- Meet the biggest names in the aftermarket and tuning scene
- See the latest products and services for your VW/Audi
- The UK's most exciting VWs & Audis on display

WHAT'S ON:

In the 5000m2 indoor arena we have: Top 20 Show n Shine - Top 20 Power Select - Club Stands

MASSIVE TRADE AREA:

Revo • KW Automotive • Tarox • Ramair • Scorpion • Milltek • DTUK • QST
Shark Performance • Ramair • Vmaxx • Airrex and many more



25 OCTOBER 2015 9AM-5PM

Donington Park Exhibition Centre DE74 2RP



- Tickets available at www.vagtuner.co.uk
- More info from www.audituner.com
- Trade & Club stands email mark@audituner.com

AudiTuner
THE PERFORMANCE AUDI MAGAZINE

EVENTS DIARY 2015



SEPTEMBER

11-13th
TOTALLY V.A.G SHOW
Royal Cornwall Show Ground, Cornwall
www.totallyvagshow.com

12th
FORGE ACTION DAY
Castle Combe Circuit, Wiltshire
www.castlecombecircuit.co.uk

12-13th
BERLIN KLASSIK
Kitchener, Ontario
www.berlinklassik.ca

13th
LOWCOLLECTIVE
Stonham Aspal, Suffolk
www.lowcollective.com

13th
DUBS AT THE GAP
Cumberland, Maryland
www.dubsatthegap.com

13th
R-FEST
Billing Aquadrome
Northamptonshire
www.r32oc.com

19-20th
VWDRC ROUND 7
Santa Pod Raceway
Wellingborough, Northants
www.vwdrcc.com

26th
TITANIC DUBS
Belfast, Northern Ireland
www.gtini.com

27th
WESTSIDE TREFFEN
Chalfont St Peter, Buckinghamshire
www.westsidevw.co.uk

OCTOBER

2-4th
BRIGHTON BREEZE 'FUN RUN'
Madeira Drive
Brighton
www.brightonbreeze.co.uk

3-4th
H2O INTERNATIONAL
Ocean City
Maryland
USA
www.h2ointernational.com



4th
GTI FESTIVAL
Santa Pod Raceway
Wellingborough, Northants
www.vwaction.com/gtifestival

17th
AUDI DRIVER INTERNATIONAL
Castle Combe Circuit, Wiltshire
www.audidriverinternational.co.uk

17th
**OKTOBERFEST AT
BLACK FOREST INDUSTRIES**
Cary, North Carolina, USA
www.blackforestindustries.com

17-18th
NOLA SPEED & STYLE
New Orleans, USA
www.nola-speedandstyle.com

24th
DUBRUN TO THE POCONOS
Tannersville
Pennsylvania
USA
www.gardenstateeuros.com/dubrun

25th
VAG TUNER EXPO
Donington Exhibition Centre
Donington
www.vagtuner.com

NOVEMBER

1st
ULTIMATE STANCE
Telford International Centre
Telford
Shropshire
www.dubsshow.co.uk

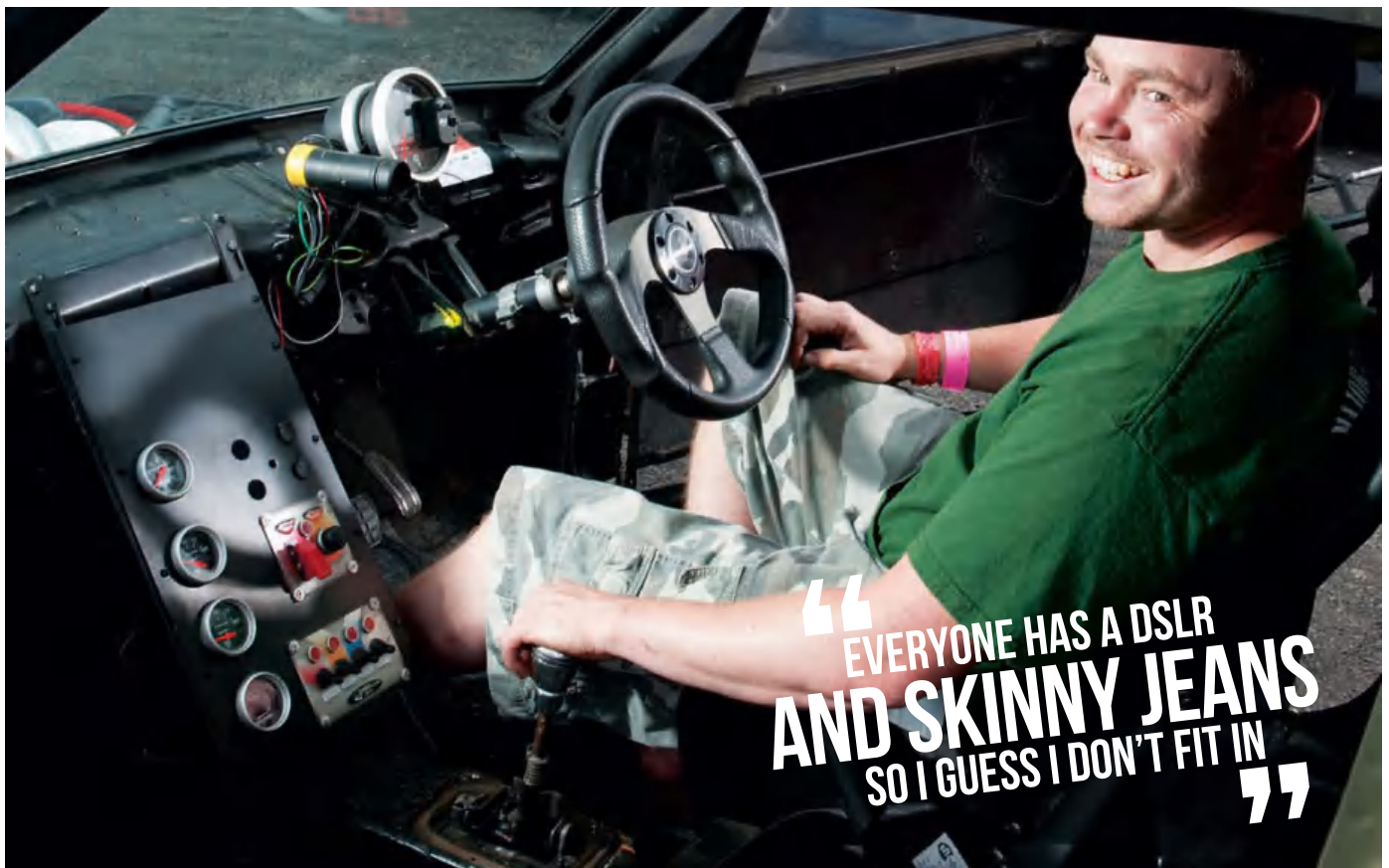
3-6th
SEMA
Las Vegas
Nevada
USA
www.semashow.com

14th
SIMPLY CLEAN 7
Destination Daytona
Florida, USA
www.iamsimplyclean.com

21st
FIXXFEST
Bradenton Motorsports Park
Florida, USA
www.fixxfest.com

28 November-6 December
ESSEN MOTRSHOW
Messe Essen, Germany
www.essen-motorshow.de

TALK THE TALK 156



These views are not necessarily shared by the magazine

LUKE STEVENSON

Chairman of the VWDRRC, founder of the Europe's Fastest FWD Drag Racing league and all-round drag racing fanatic. If it goes fast in a straight line, Luke knows all about it...

Favourite issue of PVW?

It's the March 2011 issue featuring Laurent Van-Parys' Mk3 VRT drag car. It was such an awesome car that sadly never reached its potential. It also included Eric Anastasi's R30T Mk2 and an awesome Mk1 TDI built by Greg Howell, the best of all worlds. It's such a favourite, I like to keep a copy with me at all times when racing.

Favourite PVW feature car?

You guessed it, another drag car but, hey, it is *Performance VW* after all. With years of feature cars to go through I only go back a month to Lee Ross' Mk2 Jetta. Yes, there are off-the-shelf parts to drive the car but so much of that car was built by his own fair hands. Hats off to him, it's amazing what a couple of provocative words from a competitor can do...

Worst modded VW you've ever seen?

Anyone running Bora headlights on a Mk4 Golf, it's just plain ugly. Saying that, my old Mk2 was at Ultimate Dubs about five years ago with a massive air filter poking out the bonnet. I now cringe every time I see a photo of it!

Favourite car you've been involved with?

It has to be James Hodson's Mk2 Golf for his attention to detail, subtle mods and just the know-how to have the fastest FWD Mk2 in the UK. He proves power is nothing without control.

What are your views on the state of the current VW scene?

Everyone has a DSLR, a flat-bill cap and skinny jeans so I guess I don't fit in, or maybe I stand out? Social media is a blessing and a curse; if you want to be seen or heard it's great but it has killed forums and the communities we had within them. Catching up with people at shows used to be a highlight, especially seeing their latest creations. I guess forums worked a little slower than Facebook; kids today don't know what they're missing.

If you didn't drive a VAG what would it be?

It would be something Yank, a big Dodge Ram or Chevy Silverado. You know, the stupidly massive ones jacked up with all the lights. Totally impractical for the UK but I'd still have one. Racing-wise, had I chosen to go non-VAG in the dragster I would probably be going a lot

quicker a lot sooner as V8 parts are available off-the-shelf but, hey, where's the fun in that?

Favourite VAG model of all time?

It has to be the Golf. With every new model I just think 'oh no, they've ruined it'. Then, six months later, someone's created a masterpiece.

What trends do you think will emerge in the scene over the next few years?

Hopefully we will see more and more big horsepower cars. With the guys from Europe visiting the UK more often, we are getting a better insight into what works and doesn't in their crazy setups.

Favourite show/meet?

Since moving to Santa Pod, VW Action is where it's at for Europe's fastest VWs and I have the pleasure of being involved in hand-picking some of the finest cars around. Meet-wise, I still miss the good old No-Rice meetings.

Favourite alcoholic tipples?

Anything that can be used in a game of mushroom (we don't want to know ~ All!).



forge
MOTORSPORT

S&P PARTNERS

NOLA

SPEED AND STYLE

Oct 17-18, 2015

New Orleans, LA

www.nola-speedandstyle.com



Road Course, Auto X, Drifting, Car Show, Karting,
and so much more!

Fun for all ages including kids!

Make sure not to miss this Truly Unique Event!

GLOBAL
TIME ATTACK

forge
MOTORSPORT

S&P PARTNERS

BC RACING
CUSTOM COILOVERS

RELOADED

PERFORMANCE VW

PERFORMANCE VW



PEACHES & SCREAM
300bhp Mk2 Golf turbo with nitrous

FREE
2001 CALENDAR
plus pull-out
Golf cartoon
print

FREE CARTOON
Rally Golf print inside

Jan 2001
£3.25
01
820052795111 6



BUYING GUIDE
Mk1 Golf GTI



SHOW REPORT
H2O International



VENTO VR6
Supercharged with NOS



COILOVERS
Suspension test

YEAR: 2001
ISSUE: JANUARY
FEATURE: RICHARD TWEEDLE'S MK2 GOLF
FEATURE WRITTEN BY: ELLIOTT ROBERTS
PHOTOS TAKEN BY: CTP

Welcome to *PWV Reloaded*. You see, judging by the 90sVWShowScene group on Facebook that's getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days of the water-

cooled VW scene. You see, *PWV's* been going now since all the way back in October 1996. And while we know there are a good amount of people out there who've picked up the mag since day one, there are plenty out there who

won't be too familiar with the mag's early days. Which is what *Reloaded* is all about. Every month we'll be taking a standout car from back in the day and revisiting it to see what made it so special.



Back in the January 2001, when we featured Richard's Mk2 here, it seemed we were quite taken aback by how Richard didn't seem like your average modified Veedub owner and how he was such a thoroughly nice chap. Looking back now, we're not sure what that said about the other car owners we met at the time!

Anyway, on to his car: the mad motorsport-inspired Mk2 you see on these pages. This was actually the second time we had featured Richard's Mk2, the first being a few months prior to this in the August 2000 issue. Now, we always say we don't often reshoot a car unless it has significantly changed and boy, Richard's had significantly changed. Not only was it a different colour in the shape of vivid Lip Gloss pink, it had new wheels and a turbo and a nitrous system

bolted to the 2.0-litre 8v under the bonnet.

What we loved about Richard's car was the fact he had done everything himself, right down to laying the paint on – hence the choice of pink as it was a flat colour and thus easier to DIY for a self-confessed bodywork newbie. The engine was already hardcore for an 8v in its previous guise but with a T03 turbo and manifold taken from a rare Turbo Technics engine owned by a friend, along with Karl Schmidt pistons, heavy duty rods and Lumenition management, it was a bit of a monster at the time, and that's before you factor in the 50bhp shot of nitrous too which took power up to a very healthy 300bhp.

Richard told us at the time he was inspired by Jeroen Dik's Mk1 and Hans Dahlback's Mk4 when rebuilding his Mk2 in its new motorsport guise and it's clear to see the influence. Richard's Mk2

was a proper performance car that was built to be used, yet could still hold its own in the show 'n' shine lanes. Looking back at the feature today we can't help but still love how tough Richard's car looks with its RS Turbo bonnet vents and Viking brake duct in the front bumper, the deep VR splitter and the extra corner splitters made from a cut down CL spoiler. We also loved the hardcore cage with crossbars over the doors, the single wiper with the integrated wash jet and colour-backed buckets inside but most of all, we loved how Richard wasn't afraid of driving the thing hard.

In case you were wondering, we can confirm that Richard is still one of the nicest guys you could ever hope to meet, even if he isn't buzzing around in a hardcore motorsport Mk2 any more, although that could change soon...

+ POINTS

The 300bhp 8vT, the Technomagnisio Sport wheels, the in-your-face front end

- POINTS

The 'shopping list' stickers, erm... the mirrors? We're being extra picky here...

WHERE ARE THEY NOW?

We caught up with Richard, who is currently building a split-screen Bus, but longs for another Mk2 Golf, ideally a Rallye.

"The pink car (which began life as the red car that you featured back in '98) was stripped to build my grey Rallye (featured on the cover of *PWV* 01/04), which I bought as a shell, so the

bolt-on parts lived on at least. The pink shell was used as a base for Richard's carbon-bodied Mk2, which he eventually sold as a work-in-progress and is still lurking out there somewhere. I remember that studio shoot so well. In fact I still own the jumper I was wearing, although it's now only worn in the garage."

REWIND

WE MAY NOT HAVE ALWAYS BEEN SO FINELY POLISHED, BUT WE'VE ALWAYS BEEN AT THE FOREFRONT OF THE MODDED DUB SCENE. AH THE GOOD OL' DAYS...



1 YEAR AGO

OCTOBER 2014

We kicked the issue off with Harry and Rob Boness' incredible Lupo which is still one of the best out there, then followed that up with PVW contributor Kris Clewell and his wife Jes' Mk1 Golf, Donkey Tec's Daniel Kakoschke's 1000bhp+ Mk2 VRT and Andrew Williams and Rich Stockley's Mk4 Anniversary. Finally, we bagged Luke Nightingale's Mk1 Caddy and a StillStatic group shoot.



5 YEARS AGO

OCTOBER 2010

Five years ago we put together an all-American issue with cars solely from the US which featured Kevin Antaki's stunning Mk2 24v, the return of Frank the Biz and his ever-evolving Mk3 and one of the cleanest Jettas ever: Russ Thomas' Tornado red VR. Later, Ian Kosiek and Leah Kogut showed off their Jazz blue Mk4s and the Bynums brought out their latest Mk1.



10 YEARS AGO

OCTOBER 2005

Ten years back it was the turn of Steven Raeymaekers to take cover with his awesome retro- flavoured Mk1, a car on bags back in 2005 was big news, especially a Mk1! Inside we met up with Michael Sloopmaker and his Mk2 again, checked out Simon Thripp's Mk3 and Zach Kurth's 'charged Mk2 Jetta VR and got blown away by Chris Woods' BAM-powered Polo.



15 YEARS AGO

OCTOBER 2000

Ryan Welty showed off his Mk2 VR on cover, closely followed by another familiar name in the shape of Scott Norton and his timeless Mk2. Inside, we caught up with Dahlback to bag its 550bhp A4, met up with Darren Green and his Polo and checked out a kitted-up A3 belonging to Hermann Gactan. Finally, Michael Tonge and Jarno Ardesch showed off their Mk1s.



RACE CAR OR DAILY DRIVER

WE HAVE THE PARTS YOU NEED FOR YOUR VW PROJECT



Front panel,
good quality reproduction £79

Waistline trim kit,
in black £42

Tie rod, MEYLE Germany.
Top quality £14

Car owned by Walter Ainsworth.
Built by TV show "For the Love of Cars" using VW Heritage parts.



FREE
UK DELIVERY
ON ALL WEB
ORDERS
OVER £35



01273 444 042
VWHERITAGE.COM



vwheritage

Run by enthusiasts for enthusiasts.



SPECIALIST

AD AUTOTECHNIK

Unit 51c, Hobbs Industrial Estate
Newchapel, Surrey, RH7 6HN
Tel: 01342 837083
Web: www.adautotechnik.co.uk
Fabrication, engine tuning, conversions and management mapping, parts restoration, polishing, plating and coating services available

AmD TUNING

Unit 6, Cliffs Trade Park
Motherwell Way, West Thurrock
Essex, RM20 3LE
Tel: 01708 861827
Web: www.amdessex.com
VAG tuners, performance parts, styling, fitting service, rolling road, software specialist

APR MOTORSPORT

Awesome GTI Ltd, Unit 1 Siemens
Road, Manchester, M44 5AH
Tel: 0333 240 6823
Web: www.goapr.co.uk
VW Group OE Supplier and Motorsport Company that develops and distributes VAG and Porsche ECU upgrades for petrol and diesel engines. Turbo, exhaust, intercooler, brake and fuel pump upgrades through its UK European HQ

AT AUTOMOTIVE

Northcott Road, Netherton
Dudley, West Midlands, DY2 9PR
Tel: 01384 243004
Web: www.atautomotive.co.uk
Servicing and repairs. Audi specialist

AUTO GLYM

Letchworth, Herts
Tel: 0845 130 4536
Website: www.autoglym.com
Car cleaning products, car care products, car valeting, car detailing

AUTOLOGIC

Autologic House, London Road
Wheatley, Oxon, OX33 1JH
Tel: 0845 338 1992
Email: info@diagnos.co.uk
Web: www.diagnos.co.uk
Independent vehicle diagnostics

AUTOPART WHEEL & TYRE

Prestige House, Sopwith Crescent
Wickford, Essex, SS11 8YU
Tel: 01268 560126
Email: sales@autopartuk.com
Web: www.autopartwheels.co.uk
Suppliers of trade alloy wheels

AUTOTECH SPORT TUNING

29 Journey, Aliso Viejo
CA 92656, USA
Tel: (949) 362-8700
Email: sales@autotech.com
Web: www.autotech.com
VW performance and OEM parts

AVONBAR

Unit 1, Bullocks Lane, Takely
Bishops Cleeve, CM22 6TA
Tel: 01279 873428
Fax: 01279 873427
Web: www.avonbar.com
Racing parts and tuning equipment

AWESOME

Unit 1, Siemens Road
North Bank Business Park
Irlam, Manchester, M44 5AH
Tel: 0161 776 0777
Web: www.awesomegti.com
VAG servicing, ECU upgrades, performance parts, styling, diagnostics, rolling road

BAHN BRENNER MOTORSPORT

62958 Layton Ave
STE 2, Bend, Oregon 97701, USA
Tel: (001) 541 388 1202
Web: www.BahnBrenner.com
VW/Audi parts and performance specialising in forced induction

BM TOWN

Liverpool
Tel: 0151 548 8565
Email: bmtown@aol.com
web: www.bm-town.com
Audi parts & accessories specialist

BRANDZ

1522 Pershore Road
Birmingham, B30 2NW
Tel: 0845 180 1245
Email: sales@brandz.co
Web: www.brandz.co
Graphic wraps, colour changes

CHESHIRE AUTOBODY

Unit A, Longbridge Trading Estate
Mobberley Road, Knutsford
Cheshire, WA16 8PR
Tel: 01565 652817
Email: andrew@cheshireautobody.co.uk
Web: www.cheshireautobody.co.uk
Accident repairs, bodystyling and modification, custom paint

C & R ENTERPRISES

Units C1-C4, Lake Street
Nottingham, NG7 4BT
Tel: 0115 978 5740
Email: sales@candrenterprises.co.uk
Web: www.candrenterprises.co.uk
VW, Audi, SEAT & Skoda specialist

CUSTOM-CODE

Whitting Valley Road
Old Whittington, Chesterfield
Derbyshire, S41 9EY
Tel: 01246 455 004
Web: www.custom-code.co.uk
Chip tuning/remapping specialist

CVP SERVICES

Unit 15, Edgwick Industrial Estate
Canal Road, Coventry, CV6 5RB
Tel: 0247 668 4302 or 0247 668 4372
Email: sales@cvpsservices.co.uk
Web: www.cvpsservices.co.uk
Audi, BMW, SEAT, Skoda and VW breaker

DC CUSTOMS

Unit 12B Central Park Ind Est
Halesowen Road, Netherton
Dudley, West Midlands, DY2 9NW
Tel: 01384 636459
Web: www.dccustoms.co.uk
Custom and standard paint and body work, custom fabrication, mechanics and restoration

DEMON TWEEDS

75 Ash Road South
Wrexham Industrial Estate
Wrexham, North Wales, LL13 9UG
Tel: 0844 375 4431
Web: www.demon-tweeds.co.uk
Performance and tuning equipment

DESIGN 2 SHINE AUTOMOTIVE

156 Lincoln Road
North Hykeham
Lincoln, Lincolnshire, LN6 8PE
Tel: 07939 936640
Email: design2shineautomotive@yahoo.co.uk
Web: www.design2shine.co.uk
Custom automotive interior and audio design

DPM PERFORMANCE

Oakwell Court
Newcastle Upon Tyne, NE17 7BD
Tel: 01207 561606
Web: www.dpmperformance.co.uk
Email: damian@dpmperformance.co.uk
VAG specialist

DUBZ-BY-DAN

Gould Farm, Duckend Green
Rayne, Essex, CM77 6DF
Tel: 07939 305341
Web: www.dubz-by-dan.co.uk
Specialist in bodywork, custom fabrication, general mechanics and Mk4 chassis chops

EIBACH SPRINGS

25 Swannington Road
Broughton Astley
Leicester, LE9 6TU
Tel: 01455 285852
Email: sales@eibach.co.uk
Web: www.eibach.co.uk
Wheel alignment, wheel-spacers, suspension systems, performance springs and performance stabiliser bars

ELITE DIRECT

136/138 New Road
Rainham, Essex, RM13 8DE
Tel: 01780 525577
Web: www.elitedirect.com
Tyres, wheels, suspension, exhausts, brakes

EURO CAR PARTS

Fulton Road
Wembley Ind Est, Wembley
Middlesex, HA9 0TF
Tel: 0208 956 5049
Web: www.eurocarparts.com
Tyres, wheels, suspension, exhausts, brakes

EUROTEK

Unit 1-187, Parchmore Road
Thornton Heath, Surrey, CR7 8HD
Tel: 0208 771 9878
Email: sales@eurotek-online.com
Web: www.eurotek-online.com
Exclusive UK importer for Stroeve Motorsport and DSP

FORGE MOTORSPORT

1A, Ashville Trading Estate
Bristol, Gloucester, GL2 5EU
Tel: 01452 380999
Web: www.forgemotorsport.com
Alloy parts and tuning accessories

GERMAN, SWEDISH AND FRENCH CAR PARTS

The Planet Centre
Armada Road, Feltham
Middlesex, TW14 0LW
Tel: 080 8917 3899
Mail order, parts and styling

GSF CAR PARTS

Tel: 080 8917 3800
Web: www.gsfcarsparts.com
Independent seller of car parts, service and accessories

INTEGRATED ENGINEERING

Salt Lake City, UT, 84115, USA
Tel: (001) 801 484 2021
Web: www.integratedengineering.com
Connecting rod and engine component specialist

JANSPEED

Castle Works, Castle Road
Salisbury, Wiltshire, SP1 3RX
Tel: 01722 321833
Email: enquiries@janspeed.com
www.janspeed-bhp.com
Bespoke high performance products

JBS AUTO DESIGN

Whitting Valley Road
Chesterfield, Derbyshire, S41 9EY
Tel: 01246 455005
Web: www.jbsautodesigns.co.uk
Big turbo specialist, VAG servicing and diagnostics, online shop for performance parts, Custom Code HQ

JETEX EXHAUSTS

Unit 25, The Waterways –
off Birmingham Road (A3400)
Stratford-Upon-Avon
Warwickshire, CV37 0AW
Tel: 01789 298989
Web: www.jetex.co.uk
Exhaust systems

KW AUTOMOTIVE

Tel: 0870 990 7536
Email: info@kwaautomotive.co.uk
Web: www.kwaautomotive.co.uk
Suspension supplier

MAXX AUTOSPORT

Unit 11, Twigden Barns
Brixworth Road
Creaton, Northampton, NN6 8NN
Tel: 0845 060 3020
Web: www.v-maxx.co.uk
Sports suspension

MEGUIAR'S

Daventry, Northants
Tel: 0870 241 6696
Web: www.meguiars.co.uk
Automotive surface care products

MILLTEK SPORT

Units 1-3, Belfield Industrial
Estate, Ilkeston, Derbyshire
Tel: 0845 200 8150
Email: info@milltekport.com
Web: www.milltekport.com
Performance exhausts

MJ INTERIORS

Unit 2, Brewery Works
Powell Road, Shipley
West Yorkshire, BD18 1BD
Tel: 01274 533370
Web: www.mjinteriors.co.uk
Custom leather interior retrimming

MJM AUTOHAUS

10740 Hillpoint #
San Antonio TX 78217
Tel: (001) 210 382 7278
Web: www.mjmautohaus.com
Email: sales@mjmautohaus.com
Authorised stocking warehouse distributors for Autotech, ARP, APR, B&G, EBC Brakes, Eibach, Forge Motorsport, H&R, Hawk Performance, JE Piston, Koni, Magnaflow, Newspeed, Power Slot, StopTech, Technonics and more!

MT RE-FINISHING BODY SHOP

Unit 4, 755 Thornton Road
Bradford, West Yorkshire
BD13 3NW
Tel: 01274 834222
or 07989 354730
Specialist in custom paint cars and vans, accident and repair

MV DEVELOPMENTS

Unit A, Brook Orchard Brook Road
Bassingbourn Herts, SG8 5NS
Tel: 01763 241188
Web: mvdevelopments.co.uk
Email: sales@mvdevelopments.co.uk
Engine conversions, servicing, maintenance, roll-cages, welding, bodywork and resprays

NEWTON COMMERCIAL

Eastland's Industrial Estate
Leiston, Suffolk, IP16 4LL
Tel: 01728 832880
Web: www.newtoncomm.co.uk
Original Mk1 and Mk2 Golf interiors. Mail order

NOTHING LEAVES STOCK

5780 Main Street Center Valley
PA 18034, USA
Tel: (001) 610 282 5487
Web: www.nothingleavesstock.com

NS TUNING

Suite 7, Gable House
239 Regents Park Road
Finchley, London,
N3 3LF
Tel: 020 8346 8999
Email: sales@nstuning.com
Web: www.nstuning.com
Supercharging and performance tuning specialist

ONLY CHARGED DUBS

Unit 2B Railway Court, Sandal
Stones Road, Kirk Sandall Ind. Est.
Doncaster, DN3 1QR
Tel: 07950008980
G60/G40 specialist, VAG specialist, air-ride/boot installs, engine conversions

ORCHID EURO

Pottstown, PA 19464, USA
Tel: +1 484 483 4636
Email: sales@orchideuro.com
Web: www.orchideuro.com
USA-based import/exporter of European and US-spec VAG parts

PIPERCROSS

Web: www.pipercross.net
Tel: 01604 707750
UK manufacturer of high performance air filters and air intakes

PSI TUNING

Unit 5, Wimpenny Road
Parkhouse Ind. Est. East
Newcastle-under-Lyme
Staffordshire,
ST5 7RH
Email: info@psituning.com
Web: www.psituning.com
Engine tuning, bespoke engine conversions, custom fabricated parts, ECU upgrades, VAG servicing and diagnostics, rolling road, four-wheel alignment, performance parts and retail shop

RETRO CUSTOM

3, Radwell Grange Farm
Radwell Baldock, Hertfordshire
SG7 5EU
Tel: 01462 732182
Email: info@retrocustom.com
www.retrocustom.com
VW servicing, modification, restoration, detailing, ICE, electrics and track day preparation

RACE POWER MOTORSPORT

Unit 8, Gasoline Alley
London Rd, Wrotham,
Kent
Tel: 01732 780111
Email: racepowermotor@aol.com
Specialist engineering, lightening and balancing

REVO TECHNIK

37 Lanchester Way
Royal Oak Ind. Estate
Daventry, Northants,
NN11 8PH
Tel: 01327 301901 (UK)
Tel: (001) 770 271 4726 (USA)
Web: www.revotechnik.com
Performance software specialist, automotive software tuning, performance and service centre

BEST OF BRITISH 100% UK MADE BRAKES

EBC Brakes pads are now made using the Nucap Canada NRS hook retention backing plate system, guaranteed NEVER to debond

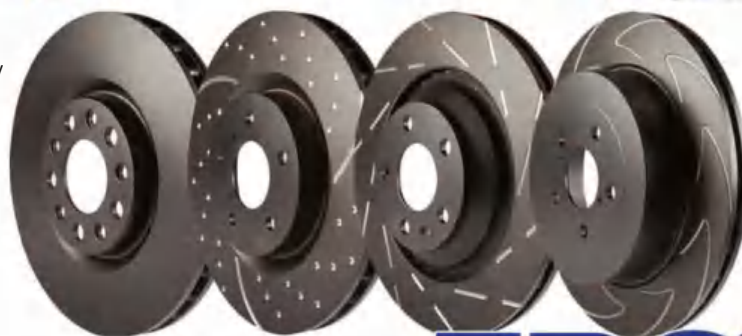


BRAKE PADS - Choose from grippy Greenstuff for spirited use on lighter hot hatches, Redstuff for fast street on medium weight cars, Yellowstuff for all out grip and track use on lighter cars or Bluestuff for the ultimate street and trackday pad that has set the Impreza and EVO community buzzing. Latest compound is the Orangestuff full race grade pads.



WANT A QUALITY DAILY DRIVER PAD?

- Try the new Ultimax 2 premium replacement pad.
- ✓ The world's first and only true ECO friendly pad
 - ✓ Great brake feel for everyday driving and
 - ✓ A new lower price point



THREE SPORT DISC CHOICES

GD series slotted and dimpled (black) for fast street, USR fine slotted (black) or new high carbon BSD series BLADE discs (silver) for fastest street and track day use. For daily driver cars the EBC premium OE replacement discs are a great choice with a superb price point and great value for money.

EBC
BRAKES
www.ebcbrakes.com

EVERYONE LOVES THAT FAST CAR SMELL.



NOW ANYTIME CAN BE GO-TIME.

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

KNFILTERS.COM



SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™

SPECIALIST

REGAL AUTOSPORT

72-82 Belgrave Road
Southampton,
SO17 3AN
Tel: 02380 558636
Email: sales@regal-auto.co.uk
Web: www.regal-auto.co.uk
Performance tuning, servicing and MoT centre. REVO software agents and KVV Suspension preferred partner. European importers for EVOMS, AWE, Dbilas, Wavetrac, Fifteen52, Podi, BSH and Black Forest Industries. 4x4 Mustang Dyno and on-site nitrous filling

RICCI CONCEPT

Unit 11, South Orbital Trading Estate, Hull, HU9 1NJ
Tel: 01482 322446
Email: enquiries@ricci-concept.com
Web: www.ricci-concept.com
VAG performance mods and engine building, remapping and servicing

RIMSTYLE

Tel: 01474 814469
Email: sales@rimstyle.com
Web: www.rimstyle.com
Automotive styling and tuning

STEVENS VOLKSWAGEN DISMANTLERS

Drakes Lane Industrial Estate Chelmsford, Essex, CM3 3BE
Tel: 01245 362020
Email: info@vws.me.uk
Web: www.vws.me.uk
VW spare parts and vehicle breaking, specialist vehicles bought and sold

STUDIO INCAR

Sheardley Lane, Drotford Hamps, SO32 3QY
Tel: 01489 877987
Web: www.studioincar.com
ICE specialist and full-car signature builds

SWG MOTORSPORT

Old Engine House Dolcoath Camborne Cornwall, TR14 8RR
Tel: 01209 613033
Web: www.swgmotorsport.com
Exclusive automotive styling

SWT

Britannia Way, Clevedon, North Somerset, BS21 6QH
Tel: 0870 428 5050
Web: www.wheelsworldwide.co.uk
Alloy wheel specialist

THE ENGINE SHOP

Unit 2A, Darenth Works Ray Lamb Way, Erith Kent, DA8 2LA
Tel: 01322 350022
Email: info@theengineshop.info
Web: www.theengineshop.info

THE PAINTBOX

Rayne Croft Farm, Colchester Road, Coggeshall, Essex CO6 1RP
Web: www.thepaintbox.co.uk
Tel: 01376 563859
Email: info@thepaintbox.co.uk
25 years of custom paint and bodywork. Straight paint and insurance work

THE PHIRM

Unit 2, Winkworth Business Park Hartley Wintney Hook, Hampshire, RG27 8WP
Tel: 08454 505760
Email: boss@thephirm.co.uk
Web: www.thephirm.co.uk
Engine tuning, conversions, servicing

TH PERFORMANCE

Pendle Performance Main Agent 17 Bridge Industries, Broadcut, Wallington, Hampshire, PO16 8SX
Tel: 02392287127 or 07765918384
Email: thperformanceuk@gmail.com
Web: www.thperformance.co.uk
Remapping specialists, servicing, MoTs, TDI conversions, diagnostics, dealer for Forge Motorsports, Wolftrace Wheels, PPTuning and Mittek exhaust systems. Discounts for forum/club members. The south coast's leading T4, T5 and Caddy tuning specialist

TOYO TIRES

Toyo House, Shipton Way Rushden, Northants, NN10 6GL
Tel: 01933 411144
Web: www.toyo.co.uk
World-beating tyres from a world-leading company

TUNING SOLUTIONS

Unit 1, Gasoline Alley, London Rd Wrotham, Kent, TN15 7RR
Tel: 07866 600948
Web: www.tuningsolutions.biz
APR dealer

TUNINGWERKES

40 Haling Road, South Croydon Surrey, CR2 6HS
Tel: 020 8681 0208
Email: enquiries@tuningwerkes.com
Web: www.tuningwerkes.com
Cult society and DSP importer

UROTUNING

9832 Currie Davis Dr Tampa, FL 33619, USA
Tel: (001) 813 319 5483
Web: www.urotuning.com
Email: info@urotuning.com
Performance and OEM parts for VW/Audi

VENOM MOTORSPORT

Unit 1, Clarendon Garage Church Street, Ribchester Lancs, PR3 3YE
Tel: 01254 8250005
Fax: 01254 820006
Web: www.venommotorsport.com

WHEEL POWER

Unit 2, Magdalene Road Torquay, Devon, TQ1 4AF
Tel: 01803 293139
Web: www.wheel-power.co.uk
Alloy wheels bought, sold and exchanged, Eurostyle wheel specialist

VAGNOSTICS LTD

Unit 4A, Roxby Road Ind. Estate Winterton, North Lincolnshire DN15 9SU
Tel: 01724 854769
Email: sales@vagnostics.co.uk
Web: www.vagnostics.co.uk
Servicing/repairs, retrofitting (cruise control, multi-function steering wheel, navigation, bluetooth etc), VW T5 tailgate conversions, pendle performance agents

VARA TECHNIK

Spelthorne Lane Ashford, Middlesex, TW15 1UX
Tel: 01784 557010
Tel: 07985 423810
Web: www.varatechnik.com
VAG restoration, modification, servicing, repairs and engineering

VOLKS BITS

800 Pershore Road, Selly Park Birmingham, B29 7NG
Tel: 0121 472 4285
Hotline: 0870 5143 397
VW styling products

VOLKSMINE

Unit 1, Crusader Works Elder Road, Burslem Stoke-on-Trent, ST6 2HD
Tel: 01782 833585
Email: sales@volksmine.co.uk
Web: www.volksmine.co.uk
Quality new and used VW parts

VOLKSPARES

104-106 Newlands Park Sydenham, London, SE26 5NA
Tel: 020 8778 7766
Email: sales@volkspares.co.uk
Web: www.volkspares.co.uk
Volkswagen, Audi, SEAT and Skoda specialist

VW HERITAGE

47 Dolphin Road, Shoreham-By-Sea, West Sussex, BN43 6PB
Tel: 01273 444000
Email: esales@vwheritage.com
Mk1, Mk2, Scirocco, T4 and everything air-cooled parts specialists, VW Classic Parts stockist

VWS

111c Fulham Palace Road Hammersmith, London, W6 8JA
Tel: 020 8735 9996
Web: www.vw-s.co.uk
VW/Audi specialist, parts, servicing

VW 2000

1 Mill Close, Peakirk Peterborough, PE6 7PA
Tel: 01733 253362
VW breakers, old and new models

YOUNGS GARAGE

Unit 1, Gasoline Alley London Road, Wrotham Sevenoaks, Kent, TN15 7RR
Tel: 01732 887000
Web: www.youngsgarage.biz
VW, Audi, SEAT and Skoda service and repairs

XTREME TUNING

Nieuweweg 11 2685 AP Poeldijk, Holland
Tel: 0031 (0) 174 246482
Email: info@xtreme-tuning.nl
VAG tuning, conversions, servicing

INSURANCE

ADMIRAL

Tel: 0800 052 4448
Web: www.admiral.com

ADRIAN FLUX

Tel: 0800 505 3000
Web: www.adrainflux.co.uk/pwv

BARRY GRANGER

5 Chapman Way Tunbridge Wells Kent TN2 3EP
Tel: 0800 781 9559
Web: www.barrygranger.co.uk

BRENTACRE

Tel: 01792 650933
Web: www.brentacre.co.uk

DIRECT LINE

Tel: 0845 246 9045
Web: www.directline.com

ELEPHANT

Web: www.elephant.co.uk

GREENLIGHT

Web: www.greenlightinsurance.com

HERTS INSURANCE

2 The Causeway Bishop's Stortford Hertfordshire CM23 2EJ
Tel: 08448 884888
Web: www.hertsinsurance.com

INSURANCE FACTORY

Markerstudy House 108-112 Main Road Sundridge, Kent TN14 6ES
Tel: 0800 440 2024
Web: www.insurancefactory.co.uk/car

NEED VW QUOTE

Tel: 0844 557 3054
Web: www.needvwquote.co.uk

SKY INSURANCE

56 Southberry Rd Enfield Middlesex
Tel: 03303 331250
Web: www.skyinsurance.co.uk

GET LISTED

FOR ONLY £25 A MONTH YOUR BUSINESS
COULD BE LISTED IN THIS SECTION!

CONTACT SARAH HALLS:
SHALLS@UNITY-MEDIA.COM

Great Deals... on all **VW** Fitments

Experience
the difference
with our friendly
professional service
YOU CAN TRUST



Performance, 4x4 and Economy Tyres, plus **VW** Approved
'OE' Fitment tyres all at the very best *Discount Prices!*



► TYRES ► ALIGNMENT ► MOT's ► BRAKES ► SERVICING ► EXHAUSTS ► WHEELS

EDGWARE 0208 952 8088
LUTON 01582 561 389
COULSDON 0208 645 2700
GUILDFORD 01483 533 584

BROMSGROVE 01527 878 460
REDDITCH 01527 528 090
LICHFIELD 01543 253 675
HALESOWEN 0121 5595 093

COVENTRY Foleshill Rd 02476 220 731
COVENTRY Humber Rd 02476 457 118
WOLVERHAMPTON 01902 313 393
KIDDERMINSTER 01562 829 753

TYRECITY

:: LOW PRICES • FAST FITTING ::

www.tyrecity.co.uk

NEW FOR 2015

CLUBGTI MERCHANDISE

NOW AVAILABLE

T-SHIRTS • KEYRINGS • STICKERS • MUGS +MORE



20% OFF
CODE
PVW20

Find us on:

www.clubgti.com

the exhaust system



jetex
www.jetex.co.uk

'Jetex stainless exhaust systems are engineered to improve engine torque and car performance, without making a big noise about it.'

Beetle | Bora | Caddy | Corrado | Eos | Golf | Jetta | Lupo | Passat | Polo | Scirocco | Vento



facebook.com/jetexexhausts

01789 298989

NEXT MONTH

IN SHOPS: 08 OCTOBER

AVAILABLE TO DOWNLOAD FROM 05 OCTOBER

(CAN SOMEONE PRESS THE PAUSE BUTTON PLEASE? WE ONLY NEED A MINUTE)

WE'VE BEEN WAITING FOR SOMEONE TO BUILD A KILLER AUDI A1 FOR A WHILE NOW. LEAVE IT TO KIERAN COLLUCK AND PLUSH AUTOMOTIVE TO DO JUST THAT...



If you can't always find a copy of this magazine, help is at hand! Complete this form, hand it in at your local store, and they will arrange for a copy of each issue to be reserved for you. Some stores may even be able to arrange for it to be delivered to your home. Just ask!*

*Subject to availability

Please reserve/deliver my copy of **PVW magazine** on a regular basis, starting with issue:

Title First name

Surname

Address

Postcode

Tel

Love Performance VW magazine? To ensure you never miss an issue again



THE UK'S NUMBER 1 CAR AUDIO & AIR RIDE DEALER

caraudiosecurity
.com



020 8561 9485

AIR RIDE KITS

VW - Golf Mk1 Mk2 Mk3 Mk4 Mk5 Mk6 - Scirocco - Corrado - Bora

AUDI - A3 A4 A5 A6 Including Rs Models

BMW - E30 E36 E46 E90/91/92 & 1 Series Including M Models

SUBARU, SEAT & HONDA also available

AIR LIFT
PERFORMANCE™

0% Finance
NOW Available

THE BIGGEST
BRANDS, THE
BEST DEALS &
THE BEST SERVICE
ALL UNDER
ONE ROOF



TRADE ENQUIRIES WELCOME

rotiform
UK DISTRIBUTOR



CLIFFORD

MOMO



ALPINE

JBL

Rockford Fosgate



NERTZ

rotiform

KENWOOD

Pioneer

ACCUAIR

email: support@caraudiosecurity.com | Bilton Way, Hayes, Middlesex, UB3 3NF | 020 8561 9485



Connect online with
CarAudioSecurity

5 MINUTES FROM HEATHROW AIRPORT | AMPLE CUSTOMER PARKING
FULL FITTING SERVICE AVAILABLE | WORLD WIDE DELIVERY | TRADE ENQUIRIES WELCOME
EVERYTHING FROM A SINGLE COMPRESSOR OR TANK TO A FULL AIR RIDE KIT IN STOCK

KW ddc coilovers

"How cool is that!
Individually lowering
and adjustable performance
with an iPhone – that's great!"



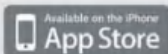
JAY MCTOLDRIGE

Co-owner/founder of Players Show Ltd &
show car customizer



ELECTRONIC COILOVERS

UPGRADES AVAILABLE
FOR MANY VEHICLE MODELS



THE PERFECT SUSPENSION FOR EVERY PURPOSE.

KW automotive UK Ltd
Phone: 0870 990 7536
Fax: 0845 021 2548
eMail: info@KWautomotive.co.uk



www.KWautomotive.co.uk